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# The Hongkong Telegraph

(ESTABLISHED 1861)

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WEDNESDAY, MAY 7, 1919

日八月四 1919 1919 1919

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### RIOTS IN PEKING AND TIENTSIN.

#### TROUBLE OVER THE TSINGTAU QUESTION.

Shanghai, May 7.  
The Shanghai Peace Conference has wired to the Paris delegates advising refusal to sign the Treaty unless Tsingtau is given back. Great excitement is prevailing.  
Chu Chien has wired to Peking urging clemency for the students arrested in the attack on Tsao Ju-lin, because they were actuated by patriotic motives.  
Riots are continuing in Peking and Tientsin.

#### PROTECTIVE TAX FOR F.M.S.

#### AN IMPORTANT DECISION.

Singapore, May 6.  
His Excellency the Governor, speaking at a luncheon at Kuala Lumpur, promised that the Government would impose a protective tax in the case of any industry being started.

#### THE KIANGKWAN ENQUIRY.

Shanghai, May 7.  
The China Merchants S. N. Company's counsel has walked out from the Kiangkwang enquiry, charging misconduct.

#### SHIP'S SERANG SENTENCED.

Singapore, May 6.  
The serang of the Nellore has been sentenced to a year's imprisonment for stealing 1,208 five-dollar notes during the ship's last outward voyage.

## REUTER'S TELEGRAMS.

### HAPPENINGS IN GERMANY.

#### CASUALTIES IN RECENT DISTURBANCES.

Berlin, April 25.  
Herr Eichhorn, mentioned on April 18th, was rescued by a crowd of workmen at Albstadt after three hours' fighting. It is officially stated that 40 to 114 civilians and 10 to 23 soldiers were killed and injured in the most recent disturbances at Duesseldorf.

#### SMALLPOX EPIDEMIC IN MOSCOW.

Stockholm, April 25.  
A message from Petrograd states that there were 3,640 cases of smallpox in Moscow last week.

## TO-DAY'S CHINESE TELEGRAMS.

(Chinese Commercial News Service.)

### RETURNED STUDENTS' DEMONSTRATIONS.

#### FORMER TOKYO MINISTER DIES OF INJURIES.

Shanghai, May 6.  
About 5,000 students and returned students on the afternoon of the 4th inst., after passing a resolution against China signing the Treaty of Peace if Japan secured Kiaochow, paraded through the Legation quarters and visited Tso Yu-lum's house, where they found Tso Yu-lum, Chang Chung-cheong (late Chinese Minister in Tokyo) and one Japanese together. They set the house on fire and it is still burning. They severely injured Chang Chun-cheong, who died in hospital that night. Tso Yu-lum escaped with his family to the Wagon Lite Hotel.  
The Police at first did not interfere, but later they arrested thirty-four demonstrators. Most of these are Peking University students. Chien Nung-fun held an emergency meeting in his house that night, which the Chief of Constabulary, Ng-Ping-siang, and Tuan Chi-kwei and Li Cheong-tai also attended. These strongly advocated dissolving all the schools, but the Minister of Education, Foo Tsang-siang, strongly objected and was prepared to tender his resignation.  
Yesterday at noon, Chu Sai-chong instructed the Police to disperse the demonstrators, but ordered them not to fire.  
It is reported that the arrested students will be tried by martial law. Fourteen schools' Presidents applied for bail, but were refused.  
Choy Yuen-pui, Superintendent of the Peking University, offers himself as being guilty for all these troubles.  
According to a Tientsin telegram, Chang Chung-cheong's house there was also burnt. The local authorities have been asked to protect Tso Yu-lum's Shanghai residence and ancestral tombs in the country districts.

#### THE SHANGHAI CONFERENCE.

Shanghai, May 6.  
The Peace Conference yesterday had only a committee meeting to consider the local administration question.

## EARLIER TELEGRAMS.

### THE ITALIAN CRISIS.

#### GERMAN PRESS OPINION.

Berlin, April 25.  
The German press is attentively following the Italian crisis. The "Vossische Zeitung" attacks Britain and declares that Britain's aim is to Balkanise Europe and split up its forces. The "Berlin Tagblatt" says it is not Italian greed alone that is to blame but the egoism of all the peace workers. The "Vorwaerts" sides with President Wilson.

#### ITALIAN DEMONSTRATIONS.

Rome, April 25.  
There was an imposing demonstration yesterday against President Wilson's message. Flags inscribed "Fiume and Italy" were flying everywhere and the streets were thronged with enormous crowds who cheered for Fiume, Dalmatia and the Italian peace delegation. There were similar demonstrations at Milan, Turin, Genoa, Naples and other Italian towns.

#### ANGLO-FRENCH VIEWS.

London, April 25.  
Newspapers in London and Paris agree in regarding the final formal withdrawal of any ally from the Conference as inconceivable and therefore believe accommodation will be reached. All insist on the necessity of maintaining friendship between Italy and Britain and France and rely on Mr. Lloyd George and M. Clemenceau to prevent a definite rupture between Italy and the United States. It is pointed out that the Adriatic impasse will not necessarily prevent the signature of the Peace Treaty with Germany. President Wilson's action is generally criticised as tactless.

#### ADVICE FOR PRESIDENT WILSON.

Rome, April 24.  
The Italian press says that President Wilson had better appeal to the commonsense of the American nation on his attitude in the past. It unanimously approves the decision of Signor Orlando to return to Italy. There were demonstrations today at all the great towns on the peninsula and shops were shut.

#### PREFERENCE AND THE TEA TRADE.

London, May 2.  
The "Times" tea trade report opines that preference will not affect trade in high class China tea, but will affect the importation of cheap China grades. It is thought, one result of preference will be keener competition with British teas in foreign markets whether foreign teas may tend to go but as long as British firms maintain predominant interest in nearly all the tea growing industries in the world there need be no fear of loss of trade to London through present preference.

## HAWKERS AND THEIR LICENCES.

### SCHEME OF THE HONGKONG POLICE.

Yesterday, we published a translated article on hawkers' licenses from a vernacular paper which bemoaned the action that it alleged the Police authorities were taking in restricting the issue of licenses. The article in question is one of the many samples of mental flights which some Chinese newspapers take in these "dog days" of journalism. Even on subjects which we would expect a vernacular paper to write intelligently and accurately, we often find a flagrant miscarriage of facts.  
The vernacular papers have been waxing eloquent on this question of hawkers' licenses. The statement that the Police are waging a war against the hawkers and reducing the number of licenses is incorrect. The Police are considering the question of dealing with hawkers not because some of the hawkers have been committing thefts but on grounds of overcrowding. It must be an unpatented X-ray apparatus that could enable the Hongkong Police to discriminate between a hawker who is a legitimate hawker and one who is a thief.

On the question of overcrowding on which the Police seems to take a stand against countenancing any increase in the present number of hawkers, there seems some justification. A visit to Yaumatei and other streets will illustrate how the squatting and roving hawkers obstruct traffic. Then, again, with 9,000 licenses at present in force (not 12,000 as stated by a vernacular paper) we have a proportion of 1 to 70 of the population—a proportion which, it must be confessed, is considerably high for the Colony.

The Captain Superintendent of Police has never raised the point of the criminality of the hawking gentry. Indeed, this is not at all serious, although it has been brought to the C.S.P.'s notice. There may be bad hawks among the hawkers, but that would not necessarily be the case.

## MORE HONGKONG SHIPPING DEALS.

### BEN LINE VESSEL SOLD.

With regard to the s.s. Suisang, an Indo-China Steam Navigation boat, the sale of which we announced in our issue yesterday, we learn that it was sold to the Wo Fat Sing firm, Chinese shipowners and owners of the s.s. Laertes and Pheumphahn. The captain and chief engineer of the Laertes have gone over to the Suisang in the same capacities.  
Another item of news which will come as a surprise to many is that the s.s. Benalder, of the well-known Ben Line, of which Messrs. Gibb, Livingstone and Co. are agents, has been sold at Hong Kong for £50,000. She is a steel twin-screw vessel built in 1895, of 4,700 tons deadweight, and owned by Messrs. W. Thomson and Co. of Leith. The s.s. Benalder is a well-known boat and has been on the Glasgow-China run for several years. We understand that local shipowners tried to obtain her and even offered more than the reported sale price. Intimation of the sale of the Benalder was received in the Colony by cable.

any justification for depriving innocent and law-abiding hawkers from obtaining a licence. The main reason why no new licences are being issued is the unnecessary congestion, which is very serious at the present time.

There is an attempt to regulate these hawkers more perfectly, and this will possibly necessitate a reduction in the licenses. The Police plan is to divide these individuals into classes. Hawkers, as a general rule, are necessities for numbers of the Chinese who do not live near the markets, but they are a mixed blessing, as some of the hawkers are engaged by shopkeepers to undersell their competitors. The Police view is that there should not be a plethora of able-bodied hawkers. Able-bodied men ought to do something more useful than hawking.

## TO SIR FRANCIS HENRY MAY.

1861-1919

"Ment capaxque et est gaudere."

In figure slim; in stature quite erect;  
Alert in bearing; though his eye was cold.  
His latent acts of kindness would detect.  
A warm heart beating 'neath that frame so bold.

Austerity at times held him in sway,  
Yet could he tell a tale with pleasing zest;  
And when from "Labour" he would turn away,  
He found in "Sport" a kindred spirit's rest.

Irish by birth and breeding, he forsooth,  
Possessed in measure "Dogmatism's" faults;  
But these were more than balanced by the Truth  
Which sprang whole-hearted from his bosom's vaults.

They who contended with him always found  
The caprice that he used was honest steel;  
And hatter as the contest might proceed,  
He never wavered for the common weal.

In his leadership his policy was bold,  
Though on occasion possibly extreme;  
And yet his harshest critic could not hold  
His measures ever belied an honest mind.

Fearless of danger in whatever form,  
His courage never quailed in hour of need;  
No task to him was ever so forlorn,  
He might not strive to gauge its fullest need.

And now he bids the game and far away,  
To take the leisure which is his by right,  
Tis fitting that his monument should tell  
To future ages how he fought his fight.

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

### ATHLETICS.

Sir,—Referring to the letter which appeared in your yesterday evening's paper under the title "Athletics," I shall be glad if you will kindly allow me space in your valuable columns to point out to your correspondent that the Hyder brothers are keen sportsmen and did make the boast they are alleged to have made.  
I believe your correspondent must be one of those good runners who are fed up with sporting life because he could not win the half-mile race and consequently learned to dislike his friends who meet with better success.

I am glad that your correspondent is aware of the fact that the Hyders had given away as much as 40 yards in the quarter-mile race and as much as 80 yards in the half-mile race.

Considering the age and height of those who joined in the competition, was it justifiable for any honest handicapper to give such monstrous start in these two events from the scratch line?

The Hyder brothers are prepared to challenge your correspondent or any past or present pupils for the quarter-mile race subject to a start of 40 yards being given to them, and I am prepared to offer a prize to meet the event.

Thanking you for kindly inserting this in your valuable paper,  
Yours faithfully,  
FAIRPLAY.

Kowloon, May 9, 1919.

### AN ACKNOWLEDGMENT.

Sir,—An anonymous friend has very kindly sent me \$10 for the work of the H.K. and New Territories Evangelisation Society.

I think it is probably because of the sermon on the subject which you published last week, and therefore if you will be good enough to publish this acknowledgment the likelihood will have been taken to send it to the proper quarter.

## OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, April 26.  
Though Peking is impaculous in these days it is not because of the lack of banks. The Asia Banking Company is making arrangements to open here shortly. The manager and staff are here already. This week the Ministry of Finance has issued a charter for the formation of the China Development Bank, which is a Sino-American concern, representing the coalescing of several American interests which have been planning a like undertaking during the past two years, with Chinese financial interests in Shanghai and Peking.

The financial and political worlds have been interested in two significant reports during the week. One credited the Mitsui Bussan Kaisha with having made an advance of three million yen to the Ministry of Finance on the security of the Taku Dockyard, the proceeds to be devoted to meeting current expenditure of the administration. The Japanese Legation issued a prompt denial and added that even though a transaction of this nature might legitimately be made by a Japanese firm, the Japanese Government would not hesitate to restrain its nationals from so doing. Much more picturesque was the second report which stated that a loan of 20 million was to be raised for the purpose of reminting the Yuan Shih kai coinage. Confirmation of this report could not be obtained, which is not surprising, as it is obvious that the coins could be reminted without having recourse to a loan of such magnitude.

Another American-Japanese incident is reported from Manchuria. According to the statement received by the American Legation it indicates a Japanese aggressiveness outside the Railway zone which is not all to the credit of Japan. Mr. S. W. Glass, an employee of the B. & N. Railway, recently handled in a violent manner a Chinese soldier.

Today's Exchange.  
The closing rate of the dollar against the pound was 4/11 1/2. The market is quiet.

THE SILVER MARKET.  
Silver is quoted at 48 1/2. The market is quiet.

LEST WE FORGET.  
Whole towns and villages have been pillaged, burnt, destroyed, all their furniture, which the enemy has carried off; fruit trees have been torn up or rendered useless for all future production; springs and wells have been poisoned. The comparatively few inhabitants who were not evacuated to the rear were left with the smallest possible ration of food, while the enemy took possession of the stocks provided by the Neutral Relief Committee and intended for the civil population.

Circular by the French Government to its representatives in neutral countries. Published March 26, 1917.  
village not far from Mukden, who endeavoured to push him out of the way of two Japanese mounted officers. He was struck with the soldiers' bayonet and taken to a Japanese police station and, after examination, only to be re-arrested later and conveyed to the Japanese military headquarters where he was detained for two hours before being set at liberty. The Japanese explanation is that the soldier was endeavouring to shield the foreigner from a fractious horse ridden by one of the officers. If the American authorities are satisfied with this rather thin story of unfortunate Japanese military zeal, well, most people will be surprised.

"The Chinese Government will resist it to the utmost." In these words the Government has unofficially expressed its determination to dispute the Japanese claim that the Chinese troops assigned to the protection of a section of the Chinese Eastern Railway shall be placed under the command of the Japanese generalissimo in Siberia. The guarding of the several sections of the Siberian railways was allocated by the Inter-allied Railway Commission, the formation of which organisation seemed to promise an end to all disputes in this part of the world so far as the allies were concerned, but the Japanese claim has revived former irritation between China and Japan. Japanese invoke the Sino-Japanese Military Convention in support of their contention, but as this pact expires on the signing of the treaty of peace in Paris, it seems a pity that friction should be raised for such a small matter, the more so as the conditions which the Convention was planned to combat no longer exist. Doubtless the Chinese will engage in discussions on the subject and see that they are protracted long enough so that the signature of peace puts a period to their continuance.

Peking has been thrown into a fever of excitement to-day by the report from Shanghai that information had been received to the effect that Dr. Wellington Koo, perhaps China's doubtless champion in Paris, is a vis Japan, had gone over to the side of Japan, proof of this being furnished by the statement that he had been betrothed to a daughter of Tsao Ju-lin, the leader of the pro-Japanese party in China. The gloomiest forebodings were expressed, and the patriotic party seemed plunged in the deepest grief. Happily, at a late hour, a telegram was received denying the report and stating that Dr. Koo had been taken to the Japanese Legation in Peking.

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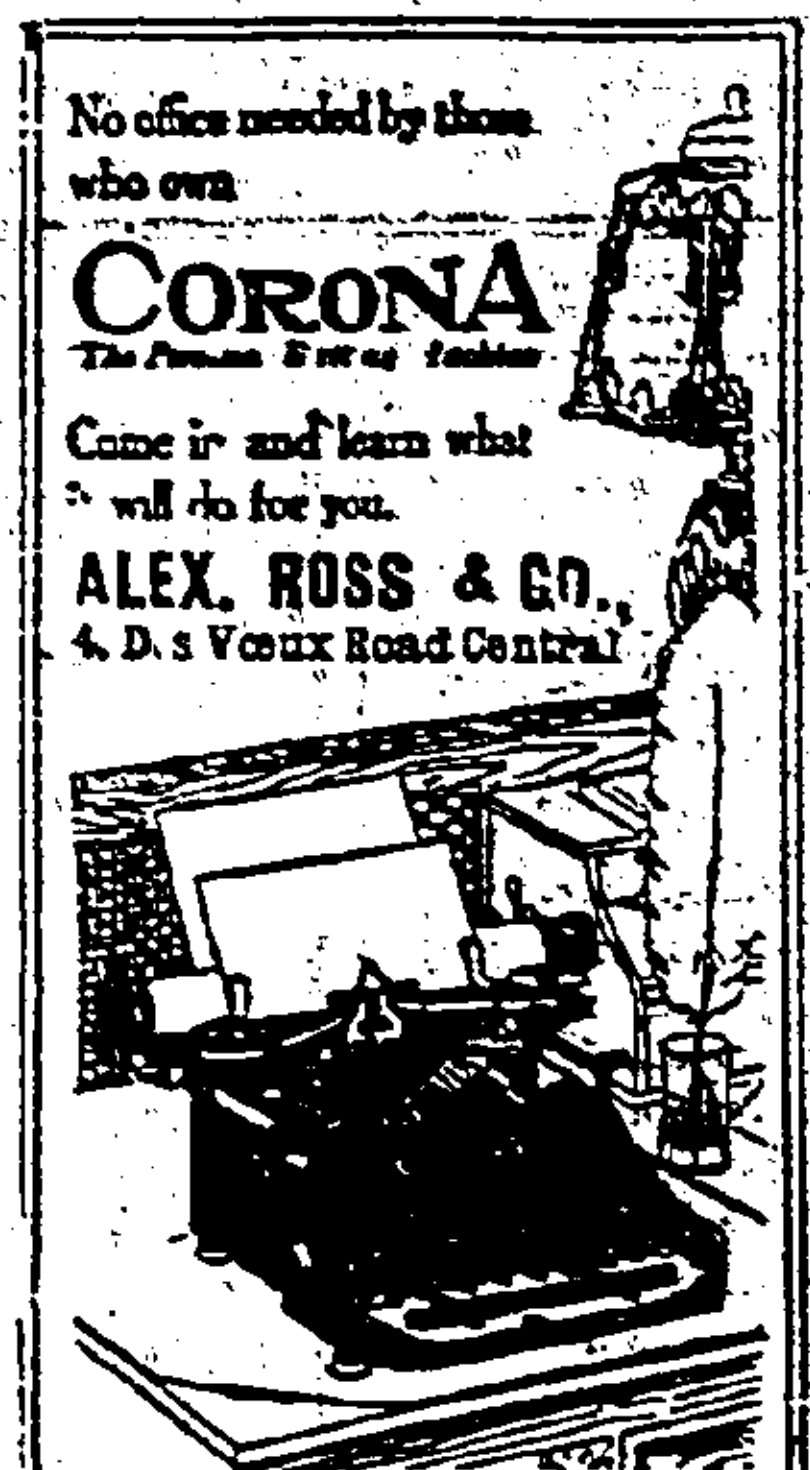
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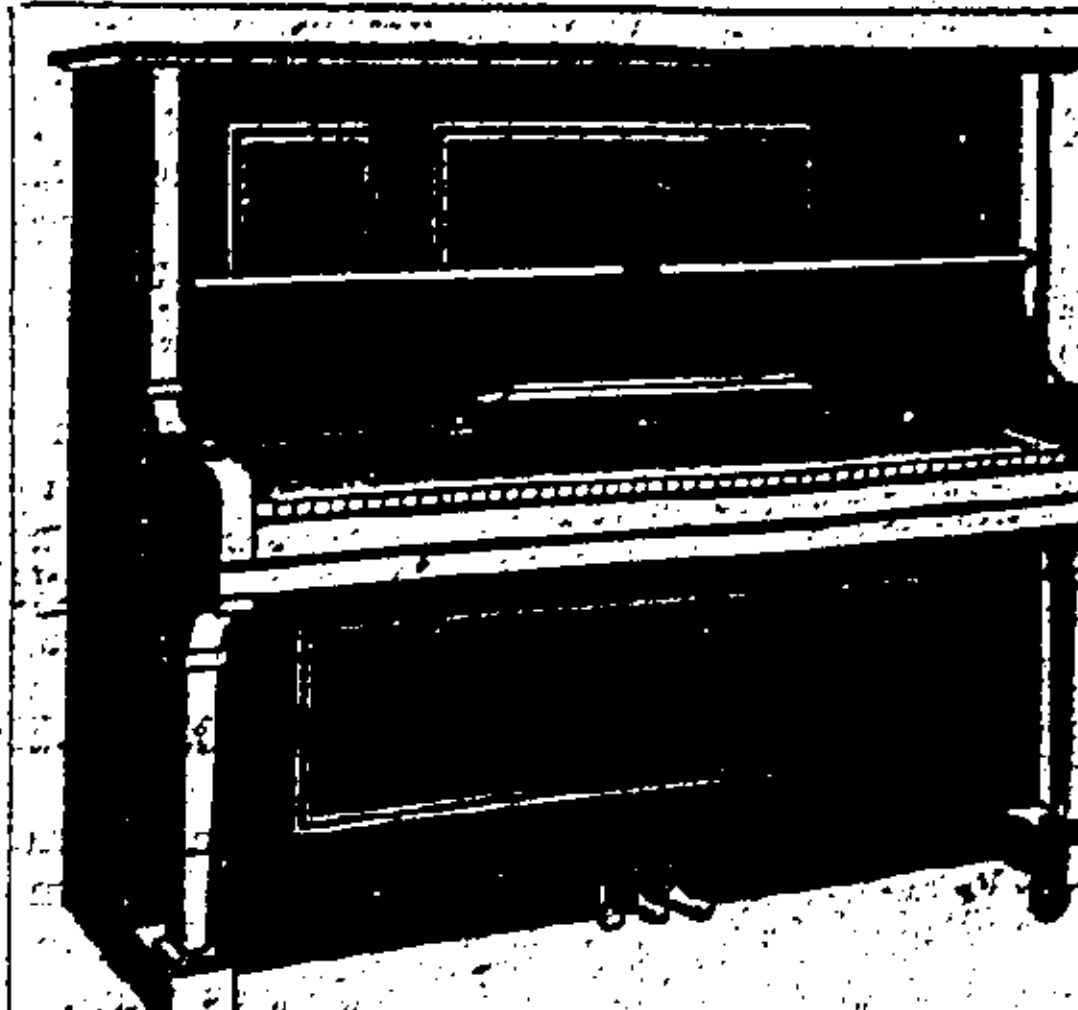
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**TRADE IN CHINA.**  
MR. BRETT MEETS CHINESE  
CHAMBER OF COMMERCE.  
Mr. H. J. Brett, the Commercial  
Secretary of Legation stationed in  
Hongkong, was present by invitation  
at a Committee meeting of the Chi-  
nese General Chamber of Commerce  
held on Tuesday. A large number  
of leading merchants were present,  
among them being the Hon. Mr. Lau  
Chu-pak (Chairman), Mr. Li Po-  
kwai, (Honorary Treasurer) and the  
Hon. Mr. Ho Fook.  
In introducing Mr. Brett the  
Chairman said: Gentlemen, before  
proceeding with the business of the  
day, I have much pleasure in in-  
troducing to you a distinguished vis-  
itor in the person of Mr. Brett  
who is, as you know, one of the Com-  
mercial Secretaries attached to the  
British Legation for South China,  
with his office in this Colony. On  
your behalf I now extend to him a  
hearty welcome. You have probably  
read in both the English and Chi-  
nese newspapers of Mr. Brett's past  
record, and the nature of his present  
duties. From his past achievements  
and from what I have heard of him,  
I think I can safely say that the im-  
portant and responsible work now  
being undertaken by him could not  
have been entrusted to better hands.  
I know that it is Mr. Brett's earnest  
endeavour to bring the merchants  
of Great Britain and China into  
closer touch with each other, and  
to promote their mutual welfare,  
and I am sure that he will succeed in  
these directions. In his letter ad-  
dressed to this Chamber shortly af-  
ter his arrival, he kindly offered to  
supply any information in respect of  
British manufactures and exports  
that we may require. As Chairman  
of this Chamber, I warmly thank  
him in person for this kind of  
offer which, I assure him, will  
be availed of as occasions arise. Mr.  
Brett's offer is extended not only  
to the Chamber collectively, but to  
its members individually, and I hope  
that you will not fail to take full  
advantage of it. It is only by free  
interchange of views and friendly as-  
sociation that a better mutual un-  
derstanding between the merchants  
of Great Britain and China can be  
reached, and a better trade between  
the two countries thereby promoted.  
In Mr. Brett we have an admirable  
intermediary who will use his best  
efforts to bring about this desired  
result. With these few remarks,  
I once more extend to Mr. Brett our  
warm welcome, and assure him of  
our whole-hearted co-operation.  
Mr. Lau Chu-pak first spoke in  
Chinese and then turned his speech  
into English, after which Mr. Brett  
replied (the Chairman interpreting).  
Mr. Brett said:—Mr. Chairman and  
Gentlemen, I am very grateful for  
the honour which you have shown  
me in inviting me to meet you here  
to-day, and also for the kindly re-

THE  
**ESTEY**  
PIANO  
  
NEW MODELS  
AT  
**ROBINSON'S**

ferences which Mr. Lau Chu-pak has  
made to me in his address. The  
post of Commercial Secretary of  
Legation for South China, which has  
recently been conferred on me, is  
an entirely new appointment, and is  
part of a scheme devised by the Bri-  
tish Government with the object of  
providing manufacturers and mer-  
chants in the United Kingdom with  
a "better service" of information re-  
garding foreign markets, and of as-  
sisting them to get into touch with  
consumers and producers in all parts  
of the world. Whilst it is undoubt-  
edly true that the growth of a  
Nation's commerce must depend  
mainly on the energy and enterprise  
of its merchants it is hoped by those  
who have organised the new Depart-  
ment that by the appointment of  
Commercial Intelligence Officers in  
foreign countries and in the British  
Dominions and Colonies, with the  
special duty of studying the re-  
sources and needs of each particular  
market, it may be possible to sup-  
plement the efforts of the individual  
merchant and manufacturer and to  
widen their knowledge of the more  
important centres of trade. As a  
part of this scheme three Commer-  
cial Intelligence Officers have been  
appointed for China: one to reside  
at Shanghai, one at Peking and one  
at Hongkong. That China is on the  
brink of great industrial and com-  
mercial developments is a fact  
patent to all who have taken any  
interest in the progress of events in  
recent years, and although unfortu-  
nate domestic dissensions and po-  
litical complications may temporarily  
retard these developments it can  
hardly be doubted that she is destin-  
ed in time to be one of the great  
trading nations of the world. It ap-  
pears to me to be equally certain  
that in the coming era of trade ex-  
pansion the merchants and manu-  
facturers of South China, and in  
particular those whose business in-  
terests are centred in this Colony,  
will play a prominent part, and in  
accepting my present appointment  
I did so with a full consciousness of  
the responsibility which I was un-  
dertaking and of my own lack of  
qualifications for the difficult task  
of acting as Commercial Intelligence  
Officer for so important a field of  
trade. I can only hope to rely on  
the kindness of merchants, both Bri-  
tish and Chinese, to assist me with  
the information and advice of which  
I shall frequently stand in need. In  
this connection I welcome this op-  
portunity of meeting the General  
Committee of your Chamber, and  
of expressing my pleasure at finding  
established in Hongkong so repre-  
sentative an association of Chinese  
merchants joined together for the  
advancement of trade. A Chamber  
such as yours, provided that it de-  
votes its whole energies solely to  
the promotion of the commerce and  
manufactures of this Colony and of  
the great markets to which Hong-  
kong serves as the open door, per-  
forms a most important function,  
and it affords me great pleasure to  
meet so many of your leading mem-  
bers. I may say that I place great  
reliance on the help of your Cham-  
ber to make me better acquainted  
with the trade conditions and poten-  
tialities of the South China market,  
and I shall not hesitate to apply to  
you when in need of information.  
On the other hand, if I can be of  
any assistance to your members in  
connection with commercial matters,  
I shall be delighted to render any  
small service in my power. The  
principle of co-operation is of in-  
creasing importance in modern busi-  
ness, and whilst competition plays a  
most useful part in maintaining  
keenness and efficiency there are  
many directions in which merchants  
can work together for their mutual  
benefit. This statement is true not  
merely with regard to the relations  
between the merchants of one  
nationality, but also between those  
belonging to different nations having  
common commercial interests and  
aims, and I feel sure that the Chi-  
nese business community whose  
trade has been built up in the Bri-  
tish Colony of Hongkong will agree  
with me that the cooperative prin-  
ciple can be applied with special fit-  
ness to the business relations be-  
tween the merchants of Great Bri-  
tain and China. I feel very strong-  
ly that it is by friendly association  
and mutual assistance between the  
merchants and manufacturers of our  
two Nations that enormous latent  
resources of China can best be de-  
veloped, and if I can at any time serve  
as a link of communication between  
the two I shall consider it a great  
privilege.  
After tea was served and partaken  
of the business of the Meeting was  
proceeded with in the presence of  
Mr. Brett and before the Meeting  
closed Mr. Brett said:—Gentlemen,  
I am very glad to have met you to-  
day, and I am sure that you will  
be very glad to have met me.

NOTICES

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**"ZOO'S" WAR RATIONS.**  
ELEPHANTS TO STRANGE  
DIET.  
The London Zoo before the war  
was the best in the world, and  
said Dr. Chalmers Mitchell,  
interviewed recently, "I think  
that it is still the best in the  
world, in spite of the war."  
"Naturally, hunters and trap-  
pers have had something else to  
do, and moreover, it was no use  
catching animals which couldn't  
be sent home, on account of the  
shortage of shipping. Are we  
complete? No 'Zoo' is over-  
complete; as there are  
something like 3,000,000 species  
of animals, it would be  
impossible, but we still have  
a splendid collection. I think  
there is only one hippopotamus  
left now, though!"  
"Many of the animals, such as  
deer and pheasants, which can  
pick up a living in the open, we  
sent away to the country to be  
turned loose. Our chief difficul-  
ties were financial, but we over-  
came them. On the very first  
day of the war we cut down ex-  
penses, and the result is that we  
are, in a good financial position,  
in spite of increased wages and  
the high cost of food."  
"The animals have come  
through all right, save in one  
particular. They mope, because  
the visitors can't feed them! We  
had a lot of trouble with the  
elephants, which couldn't under-  
stand why the buns had disap-  
peared. At first they took visitors'  
handbags and satchels, in their  
disappointment. It is good for  
the visitors to feed them. It  
gives them an interest in life."  
The fact that the visitors could  
no longer feed the animals has  
been one of the hardest aspects  
of the war for the Zoo.

**GENERAL NEWS.**  
A RADICAL EARL.  
The Earl of Kimberley, who  
fought a County Council elec-  
tion as a Progressive at Wymond-  
ham Norfolk, told the electors on  
the eve of the poll that he intend-  
ed to take off his coat, and in so  
far as this meant expressing  
himself in outspoken terms,  
he kept his word. "They are  
fighting me," he said, "be-  
cause I am a Radical, a Progres-  
sive, and because I supported  
George Edwards as the Labour  
candidate at the Parliamentary  
election. They may beat me,  
but by Heaven, I will be fighting  
them again in three years' time.  
I shall be a Radical until my  
death, and I have no doubt I am  
hated by the majority of the  
County Council because of it.  
What do I care? It is better to be  
hated and keep to your opinions.  
I'll fight for ever for the cause of  
liberty and of Radicalism. I am  
not going to beg for votes. I am  
too proud. I tell you straight  
what I am: I am a Radical, and  
I know that the Tory Party,  
which I hate as I do the devil,  
would give everything in the  
world to beat me and clip my  
wings. But they have not clip-  
ped them yet, and the more they  
try to do so the more I am going  
to fight to my dying day. If  
you vote for me, I will do the  
best for you. If you, like the  
dear old, sleepy way, vote for my  
opponent."



## FUNCTION AND ENGINEERS' INSTITUTE

## TWO PRESENTATIONS

There was a large gathering of the members of the Engineers' Institute, last evening, on the occasion of the presentation of an illuminated address each to Mr. Macdonald and Mr. McIntyre, both of whom are about to leave the Colony for good.

Mr. R. M. Dyer, President of the Institute, presided and opened the proceedings by reading the addresses as follows:

"To Donald Macdonald Esq., Founder and Past President of the Institution of Engineers and Shipbuilders of Hongkong."

Dear Sir, In view of your approaching departure from the Colony, the undersigned Committee of Management, on behalf of the members of the Institution of Engineers and Shipbuilders of Hongkong, present this address in token of the respect and esteem in which you are held by all who have been brought into contact with you.

As one of the founders of the Institution, a member of Committee for several years and President 1903-04, our personal experience of your sterling worth brings home to us the fact that we are losing a valuable member and friend.

We sincerely hope that in your retirement you will be long spared to enjoy the fruits of your labours in this Colony.

Signed by the President and members of the Committee.

"To Archibald McIntyre Esq., Institution of Engineers and Shipbuilders of Hongkong."

Dear Sir, In view of your approaching departure from the Colony, the undersigned Committee of Management, on behalf of the members of the Institution of Engineers and Shipbuilders of Hongkong, present this address in token of the respect and esteem in which you are held by all who have been brought into contact with you.

As one of the founders of the Institution our personal experience of your sterling worth brings home to us the fact that we are losing a valuable member and friend.

We sincerely hope that in your retirement you will be long spared to enjoy the fruits of your labours on the China Coast.

Signed by the President and members of the Committee.

In handing Mr. Macdonald his address the President said that Mr. Macdonald was one of the founders of the Institution, as the Articles of Association drawn up at that time showed. He was one of the original starters and he thought he might say that had it not been for Mr. Macdonald and the others like him, the Institution could not have been in the flourishing form in which it existed to-day. Mr. Macdonald had occupied various offices in the Institution with distinction and they were very sorry to lose him. They hoped he would live long to enjoy his retirement. (Applause.)

Mr. McIntyre had just told him that this was his jubilee year in China, he having come here in 1869. He also was one of the founders of the Institution. He, the Chairman, thought that was a unique occasion the like of which had not been seen for a long time. He was glad to see Mr. McIntyre looking so well after his long sojourn here. It indicated that engineering in Hongkong could not be called an unhealthy trade.

Responding, Mr. Macdonald assured them that a very great honour indeed had been done him. Looking back 26 years ago, when they started out to found the Institution of Engineers and Shipbuilders they met with a good deal of opposition, and he was glad to say that Mr. McIntyre was one who gave his support from the very start. There had been other institutions of the sort, in which engineers had lost money and so would have nothing to do with anything of the kind again. The object of the early stages was to have a recreation room and library for the seagoing members. Later when more support was assured it was thought that the Institution might be improved and enter upon scientific work. Scientific classes were started under Mr. Williams, a Government school master, and a suitable library was got together. This was in the old building, and classes went on for quite a long time until the Government took up the building of a new school.

Mr. McIntyre mentioned, regarding a remark of Mr. Macdonald's, that the Institution arose on the ashes of a previous Institution. Among those associated in the movement were Mr. Ingles, of Ingles and Co., an engineering company, who was President. Mr. Bain, of the Ice Company, and Mr. Parsons, also of the Ice Company, were on the committee. He was glad to say that Mr. Bain and Mr. Parsons were still with them.

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## GENERAL NEWS.

## THE LATE MRS. E. S. KADOORIE.

It will be remembered that at the Zionist memorial meeting held on the 23rd February last, in memory of the late Mrs. Kadoorie, it was suggested that some form of memorial should be raised in Palestine in memory of the deceased lady, as a proposition which was very warmly supported by Mr. Edward I. Ezra, who was Chairman of the meeting. At a recent conference of the representative members of the local Jewish Community held at Mr. Edward Ezra's office, it was unanimously decided to establish a large Colony in Palestine composed of over 100 cottages for the use of labourers and refugees, in memory of the late Mrs. Kadoorie. A suggestion was made and it was carried unanimously that the China Jewish Colony in Palestine, for which the local Jewish Community had subscribed £5,000 last year, be merged into a Laura Kadoorie Colony, and that the contributions thereto be increased to £10,000. It is intended to give immediate effect to this excellent proposal and the balance of £5,000 to complete the £10,000 required for the purpose has been remitted accordingly to the Jewish Colonial Trust, the premier Zionist Bank in London. *Shanghai Mercury.*

## PANTOMIME LIFE.

Summonses for neglecting eight Blackpool children who toured in Scotland in a pantomime were heard recently against John Tiller, the well-known theatrical producer, and Cessie Dixon, or Fairclough, of Manchester, mistress of one of his troupes. It was stated that the children were rehearsed in Manchester and then taken to Scotland. They were badly fed, allowed to get filthy, and at Glasgow slept in a bed in a room in which four chorus girls, who swore and smoked in bed, also slept. The children were paid £4 a week and had only two baths in six or seven weeks. The case against Tiller was dismissed without evidence being given, and the magistrates did not consider there was sufficient evidence to convict Dixon. Dixon and other summonses for the offence, said that the children were well fed and looked after, and had never been ill. The overnourishing of the children was due to the fact that they were not used to the food of the country.

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WANTED—Nurse for girl of 7. Want of Experience in objection in suitable applicant willing to learn. Apply 457, Hongkong Telegraph.

WANTED—Mechanical Engineer, strictly sober, excellent references and holds Board of Trade certificate, seeks employment abroad or on coast steamer. Reply to box 158, c/o Hongkong Telegraph.

WANTED—A lady of British race for office work in an old established firm in Hongkong. Good salary to a capable woman with knowledge of bookkeeping. Apply in writing stating qualifications to Box 159, c/o Hongkong Telegraph.

WANTED AT ONCE—Competent stenographer and typist (male); reply in hand, writing stating experience and salary required. Apply to Box 160, Hongkong Telegraph.

WANTED—For Drapery Store. A Young Lady with or without experience. Apply Box 161, c/o Hongkong Telegraph.

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## MISSIONS TO SEAMEN.

REPORT FOR 1918.

The report of the Missions to Seamen (Hongkong) for 1918 states that the following have become members of the Committee: Commodore V. G. Gardner R.N., the Hon. Mr. D. Landale, Rev. F. G. B. Hastings R.N., Mr. E. V. D. Parr, and the Rev. W. T. Featherstone as Hon. Chaplain and Secretary.

The Rev. W. T. Featherstone resigned in April on his appointment as Headmaster of the Diocesan Boys' School; his office to act as Hon. Chaplain and Secretary for the duration of the war was far as concerned the Institute was accepted by the Local and Home Committees. In this connection we would remark that in normal conditions there is a large scope for work connected with shipping for one and possibly for two Chaplains. Such work would include visits to ships, docks, hospitals, institutions, light stations, and custom-houses; supervising the work at the Seamen's Institute; arranging concerts and picnics, etc. When H.M. ships are in port, providing literature etc. for ships, in addition to the many duties and services for which Chaplains can always find ample scope in ports so distant from home, full of so many temptations and often lacking all appearances of homeliness and wholesome surroundings.

Mrs. Allen, ably assisted by Mr. Allen in his spare time, has again rendered excellent service. Mr. and Mrs. Allen resign in March on proceeding home. Mr. R. W. Bristow has been appointed Manager.

After a reference to the death of the Rev. J. H. France the report continues: The fact that men of twenty different nationalities have stayed at the Institute during the year is one which shows what a need such a building as the Institute supplies and is one which should commend it to the support of the Consulates, people and firms of all nationalities. Such Institutes as the one we have in Hongkong, controlled by the Central Society of the Missions to Seamen, London and by duly appointed Local Committees and all flying the "Angel Flag" can be found in 115 of the largest ports of the world. They provide, as nearly as possible, a home for

men away from home where good board and lodging at reasonable prices are provided, as well as Reading and Writing Rooms and other attractions. During the war they have all been thrown open to Soldiers as well as to Sailors and have done work similar to that done by the Y.M.C.A., especially in places, e.g. in Hongkong, where there has been no Y.M.C.A. work amongst Europeans. The Missions to Seamen is one of the great Church of England societies of which we are justly proud. It does not, however, confine its work to Englishmen and to its own denomination; it works amongst men of all nations and of all denominations; it is International and Interdenominational. These two facts coupled with the fact that it is to men of the sea to whom we owe our very existence during the past four years should make a very strong appeal for financial support.

The Seamen's Institute at 12 Praya East has been very well used during the year. In January and February there were not many sailors in port, and in July, August and September repairs were being done; thus in these five months few cabins and beds were used. In the seven remaining months of the year over 5,000 cabins and beds were booked. In the last three months of the year the average number of beds taken was well over 40 per night.

The building has been very well used as a Club throughout the year. Materials for nearly 17,000 letters have been provided and it is reckoned on a low estimate that over 14,000 letters have been written in the Institute during the year. Owing to the Chaplain's other duties he has not been able to arrange many concerts and picnics this year; this side of the work has been left to the Hongkong Service Entertainment Fund. In this connection and because of misunderstanding amongst subscribers to both the S.E.F. and the Mission to Seamen and amongst men of the Services, we beg to state that all expenses in connection with the Institute have been paid by the Missions to Seamen and no grant of any kind has been made by or asked for from the Services Entertainment Fund to the Seamen's Institute.

In March the Chaplain was asked by the Government to assist in making provision for the men from Dutch Ships taken over by the Admiralty. Over forty stayed

## SHAMEN NOTES.

(From Our Own Correspondent.)

Shamen, May 6.  
During the last week-end something quite out of the ordinary has been experienced in and around Canton. Most people were under the impression that in the distance heavy rain was falling, and remarks were passed to this effect. Upon enquiry being made, it was found that a strong wind had been blowing in the interior of China and had travelled some fifteen hundred miles across the sandplains. The conditions were similar to those often experienced by those who live in Tientsin the fineness of the dust penetrating everything. Many people have complained of soreness of the eyes and throat, and the Chinese are much concerned over the matter.

It is understood that arrangements have now been made to have the two boats H.M.S. Whiting and H.M.S. Fame on regular run for the Canton station. One boat will leave Canton on Monday of each week and the other will arrive the same day and they will relieve each other week by week. The river gunboats have now received orders for up-river patrol work and have left on extended trips.

A post mortem examination has been held on Mr. Bullin's prize bull-dog "Bosun" by a qualified person, who has definitely ascertained that the animal was poisoned. It is not generally known that \$350 was offered for the dog not six months since, and refused, owing to the fact that the owner was negotiating in Australia for another thoroughbred—a bitch—for the purpose of crossing. The owner is naturally upset at the loss of so valuable a dog.

at the Seamen's Institute nearly a month, and about 100 at the Sillors' Home, West Point. In November 70 French soldiers stayed at the Institute for nine days, arrangements being made by Mr. and Mrs. Allen with the French Consul. All these men had been in the front trenches in France and about twenty had been prisoners of war. On the Sunday which the men spent at the Institute a special dinner was given and a photograph was taken.

General repairs to the Institute inside and outside, were done in August and September under the supervision of Messrs. Leigh and Orange. The cost including repairs to water supply and a new pump, was about \$2,300.00. It is very gratifying to know that the repairs were carried out without the need of a special appeal for funds. The building is now thoroughly clean and is spoken of in very high terms by all who use it; every thing has been very well kept under the able supervision of Mrs. Allen.

## FINANCE.

The balances in hand at the end of 1917 were—  
General Fund.....\$2,471.87  
Institute Account.....132.94  
At the end of 1918 the Balances were—

General Fund.....\$5,279.50  
Institute Account.....306.76  
The large balance is due to a saving on Chaplain's salary and launch expenses, and also to the good management at the Institute. The balance will be needed in 1919 for very necessary repairs to St. Peter's Church and Kowloon Institute. The latter continues to be leased to the Kowloon Masonic Hall Committee. Also when a new Chaplain comes, a new Launch will be needed. Subscriptions and Donations in 1918 were again a record. In 1917 they amounted to \$3,650.00; in 1918 to \$3,800.00.

## APPEAL.

In last year's Report the Chaplain suggested that an Endowment Fund should be started. Two collections have been given towards such a Fund viz. at St. Andrew's, Kowloon in November, and at Canton Episcopal Church on Christmas Day; these collections amounted to \$300.00. The need of such a fund is very obvious when we realise that if it was not for a grant of £250 per annum from the Home Society when we have a full time Chaplain, the work of the Missions Seamen could not be carried on in Hongkong. An appeal is therefore made to firms and to individuals to give donations, large and small, in addition to their annual subscriptions, and thus help to make the work of the Society in Hongkong permanently more self-supporting.

Special Donations to this Fund should be marked "For Endowment Fund."

## NOTICE

## DAIRY FARM NEWS.

SAVE YOUR

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by storing them in our Cold-Stores for the Summer months where no moths or vermin can attack them. For particulars as to packing and rates apply to:—

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## A BATTLE ROYAL.

BIG HONGKONG STREET FIGHT.

A pitched battle in which daggers, iron bars, bamboo poles and everything that came in handy for a weapon, were freely used, was indulged in by over a hundred Chinese in Jubilee Street at about 8 o'clock last night. They were motor-car drivers, Chinchow Chinese, and Ningpo men, and the reason for the fight is said to be the grievances of two opposite factions. It was a free fight, everyone picking his own man, and using his weapon with such effect that blood began to flow freely, and it looked as if the loss of one or two lives would not be the improbable outcome of the scrimmage. Fortunately the Police came upon the scene when the battle was assuming its highest proportions, and put the disturbers of the peace to flight. Six men, so weak and dazed with the knocks and wounds they received that they lacked the energy to flee from the battle-field, were captured by the Police. They now lie in Hospital.

## HOWITT-PHILLIPS CO.

## "SEVEN DAYS' LEAVE."

"Seven Days' Leave" was another attempt in melodrama that the Howitt-Phillips Company made last night at the Theatre Royal. The story is contained in the return of Captain Terence Fielding from the front on seven days' leave. During the period of his leave he discovers in a "wounded Belgian officer" and his "sister" two notoriously dangerous German spies with whom he has previously come into contact in a German prison camp. Apart from making successful love to his intended bride, he tries to find out what his quondam German acquaintances are doing, and for the purpose pretends to fall in love with the Belgian sister.

There is a good deal of humour in the play, mostly provided by a young Lieutenant's servant, who is a Lord in private life and a private in military life. The actors received frequent acknowledgments of the fine rendering of their parts.

To-night, Damaged Goods will be staged for a second time.

## SHANGHAI RACES.

SECOND DAY'S RESULTS.

We are indebted to the Hongkong Club for the results of the second day's racing at the Shanghai Meeting:—  
Chu Ka-za Cup, three quarters of a mile.  
Golden Feather, Mr. Sleep.....1  
Bixshote, Mr. Springfield.....2  
Iron Duke, Mr. Ezra.....3  
Time 1 min. 29 3/5 secs.  
The Race Club Cup, Two miles.  
Rosewood, Mr. Ezra.....1  
Rouble, Mr. Vida.....2  
Scala, Mr. Crockam.....3  
Time 4 min. 22 1/5 secs.  
The Shanghai Derby. One and a half miles.  
Maresfield, Mr. Stewart.....1  
Blighy King, Mr. Burkhill.....2  
Fighting King, Mr. Vida.....3  
Time 3 min 11 2/5 secs.  
The Mongolian Plate. One and a half miles.  
Battleaxe, Mr. Heard.....1  
Seahawk, Mr. Hill.....2  
Mormon, Mr. Hickling.....3  
Time 3 min 14 3/5 secs.  
The Shanghai Stakes. One and a half miles.  
Gladiator, Mr. Burkhill.....1  
Byrdand, Mr. Willeumier.....2  
Sanspeer, Mr. Hill.....3  
Time 3 min 11 2/5 secs.  
The Grand Stand Stakes. One and a quarter miles.  
The Heron, Mr. Hill.....1  
Michigan, Mr. Vida.....2  
Sea Bird, Mr. Willeumier.....3  
Time 2 min. 42 3/5 sec.  
The Peking Stakes. One mile.  
Gray Sand, Mr. Springfield.....1  
Bescon Light, Mr. Sleep.....2  
The Dancing Bird, Mr. Willeumier.....3  
Time 2 min. 04 4/5 sec.

## THAT HEADACHY FEELING

arising from constipation, liverishness, or bile, gives place to a sense of clear-headed freshness and general physical comfort when



have gently cleansed and stimulated the digestive system. Pinkettes are sold by chemists, also post-free 50 cents the vital from Dr. Williams' Medicine Co., 60 Secaucus Road, Secaucus, N.J.

## NOTICES

SPECIAL VALUE

ENGLISH MADE SHOES

\$12.50

per pair



\$14.00

per pair

A Comfortable and good looking Shoe, made on a fairly wide last of good materials. The uppers are fine Glace Kid, the soles are best English Oak tanned leather.

ALL SIZES IN STOCK

**MACKINTOSH**

&amp; CO., LTD.

Men's Wear Specialists.

16, Des Vœux Road.

Telephone 29.

**Powell** Ltd.  
TELEPHONE 346

GENTLEMEN'S COMPLETE OUTFITTERS.

The house for the best selection of

**SUN HATS.**

CORK, RUBBER, FELT.

Smart and useful shapes stocked only IN

SUPERIOR QUALITIES.

SOLE AGENTS FOR:—

**GLYN & CO'S.**

SUN HELMETS, STRAW &amp; FELT HATS.

## NEW MUSIC

K-K-K-KATY  
OH FRENCHY  
HINDUSTAN  
MISSOURI

SMILES  
OH BOY  
L'L LIZA JANE  
DIXIE VOLUNTEER.

**THE ANDERSON MUSIC CO., LTD.**

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19, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

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IRON &amp; STEEL PRODUCTS

BEST TERMS. COMPLETE STOCKS

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## SHIPPING.

P. & O.-BRITISH INDIA  
AND  
APCAR LINES

(COMPANIES incorporated in ENGLAND)  
TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN  
GULF, AUSTRALASIA, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR  
LONDON via COLOMBO, PORT SAID & MARSEILLES.

| S.S. | leave Hong-kong about | Due Marseilles about | Due London about |
|------|-----------------------|----------------------|------------------|
|------|-----------------------|----------------------|------------------|

NEURALIA 28th May, noon

## FOR BOMBAY.

HEJAZ due Bombay about 22nd May

FOR CALCUTTA via STRAITS & RANGOON.

ARRATON APCAR end of May due Calcutta, June.

FOR SHANGHAI, MOJI & KOBE Etc.

DILWARA 10th May, d'light. Shanghai only

ARRATON APCAR 15th May

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vœux Road Central, HONGKONG. Agents.

CANADIAN PACIFIC  
OCEAN SERVICES  
LIMITED

## PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

VIA

Shanghai Nagasaki (or Moji) Kobe & Yokohama.

| Steamer            | From Hongkong | Arrive Vancouver |
|--------------------|---------------|------------------|
| EMPERESS OF RUSSIA | 8 May         | 29 May           |
| EMPERESS OF ASIA   | 29 May        | 16 June          |
| EMPERESS OF RUSSIA | 26 June       | 14 July          |
| EMPERESS OF JAPAN  | 9 July        | 30 July          |
| EMPERESS OF ASIA   | 24 July       | 11 Aug.          |
| EMPERESS OF RUSSIA | 2 Aug.        | 26 Aug.          |
| EMPERESS OF ASIA   | 21 Aug.       | 8 Sept.          |
| EMPERESS OF RUSSIA | 18 Sept.      | 6 Oct.           |

## "FARES HONGKONG TO EUROPE"

|                    |               |
|--------------------|---------------|
| EMPERESS OF RUSSIA | Gold \$491.00 |
| EMPERESS OF ASIA   | Gold \$491.00 |
| EMPERESS OF JAPAN  | Gold \$491.00 |
| EMPERESS OF ASIA   | Gold \$491.00 |

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, etc., apply to the undersigned. For freight rates and through bills of lading, apply to the undersigned. For freight rates and through bills of lading, apply to the undersigned.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA."  
14,000 tons each.  
Hongkong to San Francisco.  
via Shanghai, Kobe, Yokohama and HONOLULU.  
THE SUNSHINE BELT.  
The most comfortable route to America and Europe.  
Sailings from Hongkong at noon.  
S.S. "COLOMBIA" 21st May.  
S.S. "VENEZUELA" 21st May.  
S.S. "ECUADOR" 21st May.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)  
The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outside, and the attendance on passengers cannot be surpassed.  
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.  
For further information, rates, literature, schedules etc., apply to—  
Company's Office in  
ALEXANDRA BUILDING,  
Chater Road.  
Telephone No. 141.

## AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

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General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

## SHIPPING.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

Destinations. Steamer & Displacement. Sails hence.

SHANGHAI, KOBE & YOKO. Tamba M. MON. 18th May at 11 a.m.

NAGASAKI, KOBE & YOKO. Tango Maru SAT. 21st May at 11 a.m.

SHANGHAI & KOBE. Shidzuoka M. SATUR. 17th May at noon.

LONDON & Antwerp via S'pore, Penang, Colombo, Sues and Port-Said. Kaga Maru SATUR. 31st May at noon.

MELBOURNE via Manila, Zamboanga, Thursday Is., Townsville, Brisbane & Sydney. Aki Maru WED. 21st May at 11 a.m.

NEW YORK via Japan. Tatsuno M. TUESDAY. 27th May.

BOMBAY via Singapore, and Colombo. Kaitoku Maru MONDAY. 12th May.

CALCUTTA via Singapore, Penang and Rangoon. Tenzan Maru Middle May.

Outgoing Shanghai due Mon. \* Wireless Telegraphy. HONGKONG-VICTORIA, E.C.-SEATTLE VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOCHI, SHIMIZU, YOKOHAMA AND VICTORIA. Operated by the magnificent and splendidly equipped passenger steamer "Fushimi Maru," a "Lionel Maru," each of over 10,000 tons displacement. Best sailings from Hongkong.

Fushimi Maru SUN. 22nd June, at 11 a.m.

Outgoing Manila due Mon. NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Sailings to change without notice.

Steamers. Leave Hongkong.

SWIRYO MARU 23rd May.

SWIRYO MARU 23rd May.

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SWIRYO MARU 23rd May.

## SHIPPING NEWS.

## COST OF SHIPBUILDING.

It will be remembered that the N.Y.K. recently received permission of the British Government to import 10,000 tons of iron from Britain for the construction of three 10,000 ton steamers. In this connection a certain shipbuilding expert is quoted as saying that one ton of iron is used for every three tons of shipping and that therefore, supposing the price of iron is Y70 per ton, the total working expenses will amount to about Y250 per ton when wages and the price of machinery are added. In such circumstances, it is clear, he says, that the price of steamers will not exceed at present Y250 per ton.

## M.B.E. CONSTRUCTING SEVEN OIL TANKS.

The Mitsui Bussan Kaisha has started work on seven bean oil tanks to be built upon the hill at the back of the kerosene oil tank at Jijiko, Daihoku. The seven oil tanks will have the total capacity of 6,751 tons, consisting of three tanks with the capacity of 1,450 tons each and the remaining four 500 tons each. All the tanks will be connected with iron pipes to the wharves. The tanks will be constructed entirely of steel, and to prevent the freezing of the oil in winter arrangements will be made to keep steam running around the tanks. The total cost of seven tanks will be Y500,000.

## WHY AN OFFER WAS DECLINED.

Mr. C. W. Bowerman, M.P., speaking at the Joint Conference in London recently, at which 5,000,000 trade unionists and 750,000 Co-operators were represented, referred with gratification to the fact that Mr. W. J. Davis and he had had an interview with the Shipping Controller, who told them that the nation had asked the great Co-operative movement to take over the great national shippards at Chertswot and elsewhere. (Cheers.) It was true that the Co-operators had set up their own tea gardens, had bought farms and coal mines, and had recently purchased a railway or railways—he was not sure whether it ought to be plural or not. (Laughter.) No wonder the Government approached the Co-operators and asked them to take over the shippards. It was a great compliment to the movement. (Hear, hear.) At the interview the Shipping Controller asked the trade unionists if they, in conjunction with the co-operators, would take over the yards. "It would be very nice if we could run national shippards in that way," said Mr. Bowerman, "but we have not reached that stage yet." Mr. Bowerman moved a resolution (which was carried) emphasising the necessity for united action in the interests of workers as producers and consumers. Mr. I. Killon, chairman of the Co-operative Wholesale Society, moved a resolution (which was carried) declaring that in view of the profiteering and the enormous increase in the cost of living during the war, the Conference offered uncompromising opposition to the recommendations of the Government Committee on Commercial and Industrial Policy so far as it proposed State encouragement of industrial and commercial combinations for private profit. State subsidies for profit-seeking undertakings, and the adoption of protectionist measures interfering with the international free exchange of commodities. Was it right, he asked, that 90 per cent. of the wealth of the country should be in the hands of 10 per cent. of the people? Mr. B. Williams (Co-operative Union), speaking as one of the delegates who waited on the Shipping Controller, said that the two movements were united in declining the offer of the Government. "We suggested that they should retain the shippards for national use," he said, "for building national ships and running a national shipping line. But the Government's representatives did not seem to agree with that. There would be no profits for shipowners if that were done. I must say that I thought at the time." Mr. Williams added, amid laughter, "of the little operation known as selling a man a pup. I do not want to imply that they were trying to do that with us, but I do feel that they were trying to sell us a white elephant." (Hear, hear.)

## SHIPPING.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamer | To Sail             |
|-----------------------|---------|---------------------|
| SHANGHAI              | Sulyang | 8th May at noon     |
| SHANGHAI & TSINGTAO   | Kwangse | 11th May at d'light |
| SWATOW & BANGKOK      | Chinhua | 12th May at noon    |
| SHANGHAI              | Tean    | 13th May at noon    |
| MANILA, CEBU & ILOILO | Taming  | 14th May at 3 p.m.  |
| SHANGHAI              | Sunning | 15th May at noon    |
| SHANGHAI & TSINGTAO   | Chenan  | 18th May at d'light |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly); and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36. BUTTERFIELD & SWIRE, Agents. Hongkong May 7, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

| Steamer   | From | Expected on or about | Will leave on or about | For      |
|-----------|------|----------------------|------------------------|----------|
| Tiikini   | Java | 6th May              | 22nd May               | Java     |
| Tibodas   | Java | 18th May             | 24th May               | Japan    |
| Tijalajap | Java | 24th May             | 28th May               | Shanghai |
| Tijmanock | Java | 24th May             | 28th May               | Shanghai |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN, York Building.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haihong. J. W. Evans. FRI. 9th May at 2 p.m.

Haitan. A. H. Stewart. SUN. 11th May at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co., General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

| For                | Steamship | On                        |
|--------------------|-----------|---------------------------|
| SANDAKAN           | Hinsang   | Fri. 9th May at noon      |
| MANILA             | Wosang    | Fri. 9th May at 3 p.m.    |
| TIENSIN            | Chipsing  | Sat. 10th May at noon     |
| SHANGHAI           | Choyang   | Tues. 13th May at d'light |
| STRAITS & Calcutta | Yalsing   | Tues. 13th May at 3 p.m.  |
| MANILA             | Wingsang  | Fri. 16th May at 3 p.m.   |

CALCUTTA LINE.—This line is now being reorganised and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Securing from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every few days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Southern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having space for cargo on the lower deck.

Cargo taken on through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and Lahad Datar.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Wollaton and Chien.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD. General Managers.

Telephone No. 215.

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## SHIPPING

O. S. K.  
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said."AMUR MARU" 20th May. (Call Marseilles).  
"ANDES MARU" Monday, 2nd June

GENOA &amp; BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer. "KASADO MARU" Friday, 9th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.  
"HAWAII MARU" 25th May.

BOMBAY &amp; COLOMBO. Regular fortnightly service via S'PORE. "KASADO MARU" Friday, 9th May.

SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly Service. "SHISEN MARU" Sunday, 11th May.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.  
"NANKIN MARU" 10th June.VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.  
"AFRICA MARU" 22nd May.

HAIPHONG—Three times a month service.

"DAITOKU MARU" Wednesday, 7th May.

KEELUNG, TAKAO VIA SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.

"SOSRU MARU" Thursday, 8th May.

KEELUNG VIA SWATOW AND AMOY.

"AMAKUSA MARU" Sunday, 11th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.  
"NANKIN MARU" Tuesday, 6th May.

For sailing dates and further particulars please apply to—

K. YAMASAKI,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.  
YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR  
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 &amp; 155.

Top Floor, King's Building.

## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CANTON, HANKOW, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, MANILA, CEBU, ILOILO, SHANGHAI, TIENTSIN, YOKOHAMA, KANGAE, SINGAPORE, YOKKAICHI, SHANGHAI AND TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN

and SEATTLE.

S.S. "WINDBER"

SAILS FOR

SAN FRANCISCO—MAY 10th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions.

## SHIPPING

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA &amp; SHANGHAI

STEAMERS

SAILING DATE

"HAROLD DOLLAR"

about May, 22nd.

"BESSIE DOLLAR"

about June, 24th.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

## KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN WAERWYCK"

will be de-patched on the 14th May to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

## VESSELS LOADING AND TO LOAD.

Destination. Vessel's Name. For Freight Apply To. To be De-patched.

## JAPAN AND COAST PORTS.

|                             |            |           |         |
|-----------------------------|------------|-----------|---------|
| Shanghai                    | Suiyang    | B. & S.   | 8, May  |
| Sandakan                    | Hinsang    | J. M. Co. | 9, May  |
| Swatow, Amoy and Foochow    | Haihong    | D. L. Co. | 9, May  |
| Manila                      | Wosang     | J. M. Co. | 9, May  |
| Genoa                       | Kasado M.  | O. S. K.  | 9, May  |
| Tientsin                    | Chipahing  | J. M. Co. | 10, May |
| Shanghai                    | Dilwara    | P. & O.   | 11, May |
| Shanghai and Tsingtao       | Kwangse    | B. & S.   | 11, May |
| Keelung via Swatow and Amoy | Amakusa M. | O. S. K.  | 11, May |
| Saigon, Bangkok & Singapore | Shisen     | O. S. K.  | 11, May |
| Swatow, Amoy and Foochow    | Haitan     | D. L. Co. | 11, May |
| Swatow and Bangkok          | Chinhua    | B. & S.   | 12, May |
| Shanghai, Kobe and Yokohama | Tamba M.   | N. Y. K.  | 12, May |
| Bombay via Ports            | Kaifuku M. | N. Y. K.  | 12, May |
| Shanghai                    | Teau       | B. & S.   | 13, May |
| Straits and Calcutta        | Yatshing   | J. M. Co. | 13, May |
| Shanghai                    | Choyang    | J. M. Co. | 13, May |
| Manila, Cebu and Iloilo     | Taming     | B. & S.   | 14, May |
| Shanghai                    | Sunning    | B. & S.   | 15, May |
| Manila                      | Wingsang   | J. M. Co. | 16, May |
| Shanghai and Tsingtao       | Chenlin    | B. & S.   | 16, May |
| Java                        | Tijobdas   | J.C.J. L. | 22, May |
| Japan                       | Tijlatjap  | J.C.J. L. | 24, May |
| Shanghai                    | Tjmaacet   | J.C.J. L. | 25, May |

## CONSIGNEES.

## CONSIGNEES.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CELTIC PRINCE"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports, and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, 7th inst. at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 1st May, 1919.

SWAYNE &amp; HOYT, INC.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

JAPAN ANDS HANGHAI.

THE Steamship

"ELDORADO"

having arrived from the above

ports, Consignees of cargo by her

are hereby informed that all goods

are being landed at their risk into

the hazardous and/or extra

hazardous Godowns of the Hong-

kong and Kowloon Wharf and

Godown Company, Limited,

whence, and/or from the wharves,

delivery may be obtained.

Goods not cleared by the 8th

May 1919 at 5 p.m. will be subject

to rent.

All broken, chafed and dam-

aged packages are to be left in

the Godowns where they will be

examined on 8th May 1919 at

10 a.m. Claims against the

steamer must be presented within

10 days of arrival otherwise they

will not be recognized.

No Fire Insurance will be

effected by us in any case what-

ever.

Bills of Lading will be counter-

signed by

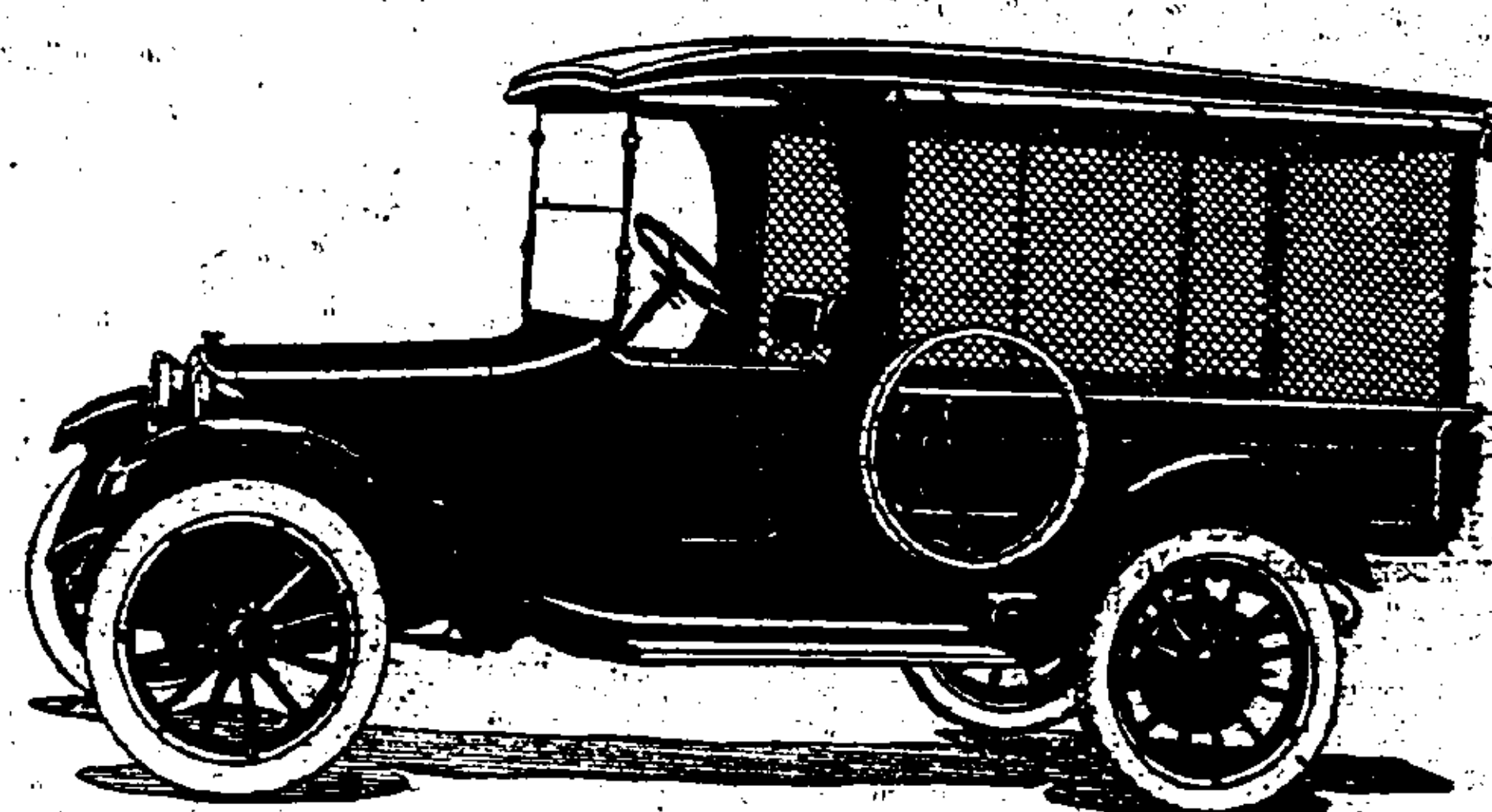
JARDINE, MATHESON

&amp; CO., LTD.

Agents.

Hongkong, 17th April, 1919.

## NOTICES

DODGE BROTHERS  
BUSINESS CARCharacteristic of Everything  
DODGE BROTHERS have ever  
Done as Manufacturers.Consistent, continuous and  
Economical Daily ServiceTHE HAULAGE COST IS  
Unusually Low.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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## ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained  
workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.,

| THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:— |                |                 |               |                        |                  |
|----------------------------------------------------|----------------|-----------------|---------------|------------------------|------------------|
| NAME OF DOCK OR SLIP                               | LENGTH<br>Feet | BREADTH<br>Feet | DEPTH<br>Feet | WATER<br>LEVEL<br>Feet | WIND<br>STRENGTH |
| KOWLOON                                            |                |                 |               |                        |                  |
| No. 1 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 2 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 3 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 4 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 5 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 6 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 7 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 8 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 9 Dock, Kowloon                                | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 10 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 11 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 12 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 13 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 14 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 15 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 16 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 17 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 18 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 19 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 20 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 21 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 22 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 23 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 24 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 25 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 26 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 27 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 28 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 29 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 30 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 31 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 32 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 33 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 34 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 35 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 36 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 37 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 38 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 39 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 40 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 41 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 42 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 43 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 44 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 45 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 46 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 47 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 48 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 49 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 50 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 51 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 52 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 53 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 54 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 55 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 56 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 57 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 58 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 59 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 60 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 61 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 62 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 63 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 64 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 65 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 66 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 67 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 68 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 69 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 70 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 71 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 72 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 73 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 74 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 75 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 76 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 77 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 78 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 79 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 80 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 81 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 82 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 83 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 84 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 85 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 86 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 87 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 88 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 89 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 90 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 91 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 92 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 93 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 94 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 95 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 96 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 97 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 98 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 99 Dock, Kowloon                               | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 100 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| KOWLOON                                            |                |                 |               |                        |                  |
| No. 101 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 102 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 103 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 104 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 105 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 106 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 107 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 108 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 109 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 110 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 111 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 112 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 113 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 114 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 115 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 116 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 117 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 118 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 119 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 120 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 121 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 122 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 123 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 124 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 125 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 126 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 127 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 128 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 129 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 130 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 131 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 132 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 133 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 134 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 135 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 136 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 137 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 138 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 139 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 140 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 141 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 142 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 143 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 144 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 145 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 146 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 147 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 148 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 149 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 150 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 151 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 152 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 153 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 154 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 155 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 156 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 157 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 158 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 159 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 160 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 161 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 162 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 163 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 164 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 165 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 166 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 167 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 168 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 169 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 170 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 171 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 172 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 173 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 174 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 175 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 176 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 177 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 178 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 179 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 180 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 181 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 182 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 183 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 184 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 185 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 186 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 187 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 188 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 189 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 190 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 191 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 192 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 193 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 194 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 195 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 196 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 197 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 198 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 199 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 200 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| KOWLOON                                            |                |                 |               |                        |                  |
| No. 201 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 202 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 203 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 204 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 205 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 206 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 207 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 208 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 209 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 210 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 211 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 212 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 213 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 214 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 215 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 216 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 217 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 218 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 219 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 220 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 221 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 222 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 223 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 224 Dock, Kowloon                              | 200'           | 30'             | 12'           | 10'                    | 10'              |
| No. 225 Dock, Kowloon                              |                |                 |               |                        |                  |



## ANOTHER ARMED ROBBERY.

## A FOKI WOUNDED.

Another daring robbery has taken place. A money-changer's shop at No. 42, Des Voeux Road West, was last night at 8.20 o'clock, held up by a gang of six robbers who were all armed with revolvers. They stole a large sum of money and wounded a foki of the shop.

The procedure followed by the robbers was the usual one. Whilst the other robbers waited outside the shop, one man entered and asked for change for a \$5 note. As soon as the opportunity offered, he signalled to the robbers, who came into the shop with a rush, drawing their revolvers and pointing them at the foki of the shop. One ruffian jumped over the counter and seized hold of several bags containing about \$800 in small coins. They would have made a bigger haul, but for the bravery of a foki. This man succeeded in evading the vigilant eyes of the robbers and went into the street, where he blew his whistle. In the twinkling of an eye, the shop was cleared of the marauders. They ran into the street and made off in the direction of Kennedy Town. In leaving the shop, one of the robbers turned round and fired his revolver at the daring foki, who received the bullet in his right arm.

The whole affair took place with incredible rapidity. It was over in two minutes, and when the Police quickly came on the scene, in response to the message, the robbers had made themselves scarce.

The wounded man was removed to the Government Civil Hospital, where the bullet was extracted from his arm. The Police, after the robbery, made every effort to capture the gang, by instituting a watch at the various wharves.

OTHER SUSPECTS ARRESTED. To the total number of Chinese who have been arrested by the Police in connection with the recent crop of armed robberies, two more men have to be added. Through some smart work by Sergeant Cockle, these men were on Saturday afternoon arrested in the Coffee Plantation where they were lying low preparatory, it is stated, to committing another robbery. This statement seems borne out by the fact that a revolver, dagger and a packet of pepper were found on their persons. The two men were this morning charged before Mr. R. O. Hutchison at the Magistracy with being in unlawful possession of arms and regarded for further investigations.

## THE NEW ITALIAN CONSUL.

## CAVALIER E. ELES' CAREER.

Cavalier Eles, who has recently been appointed Italian Consul-General for Hongkong, South China and Macao, in place of Commendatore Volpicelli, who has been transferred to the Foreign Office in Rome after twenty years spent in South China, is the possessor of a fine personality, charming manners and speaks English with a perfect pronunciation and an easy delivery.

Cavalier Eles is from Rome, taking his classical courses there and eventually graduating in the University of Rome, receiving the degree of Doctor of Laws. He entered the Department of Foreign Affairs and has been in the Consular Service for several years, being first Vice-Consul in New York, the first Vice-Consul in Tunis, Vice-Consul-in-chief in Biserta (near Tunis, in North Africa). His next appointment was Italian Consul to Brazil and Consul for Australasia, with residence in Melbourne, where he has been for the last five years, and then was appointed to his present position as Italian Consul-General for Hongkong, South China and Macao.

## LADIES IN SPORT.

## SOME GOLF PROBLEMS.

What is the fair handicap that a man should give a lady in a golf match, provided that the man and the lady are similar players each in their own sex?

This problem was attracting much interest in 1914, but no satisfactory solution has yet been reached. It is a problem which will attract much interest this summer but so large a part of the solution is undoubtedly "the personal equation" that a satisfactory method of handicapping seems impossible.

Interest in this matter was first aroused by the famous match between Mr. Hilton and Miss Cecil Leitch.

In this match, Mr. Hilton gave Miss Leitch half a stroke and both played from the men's tees. Miss Leitch won by 2 holes up and 1 to play.

There could have been no better test method of handicapping, for both players were about the two best of their respective sex, and neither of them was troubled with nerves. The score does not make the victory read an easy one, but Miss Leitch won comfortably.

It has been said that no one would beat Miss Leitch at this handicap, a statement with which most of the best judges of the game agree.

This same handicap—half a stroke—was tried again in the summer of 1914 in a match at Stoke, between 10 men and 10 ladies. Each side was a strong and representative one. In the morning, the men won by six matches to four, and in the afternoon by seven to one. It is worthy of special notice that Miss C. Leitch won both of her matches, beating Captain Hutchinson very easily in the morning, and Mr. H. E. Taylor in the afternoon. Here, now, is a curious thing. The match between Mr. Hilton and Miss Leitch appeared to point to the fact that half a stroke was too great a handicap to allow. Miss Leitch's play in this team match at Stoke points to the same conclusion, yet the ladies' team was defeated by 13 games to five. To make matters more complicated, Miss Leitch, although certainly as good as any other lady player, is not an outstanding player. She is certainly defeated as often as she defeats in the great competitions for ladies. It would seem, then, that the solution is so involved with "the personal equation" that a solution is impossible. It is not uninteresting to note, that in all the matches of this kind which have been played, the importance of the occasion seemed to have rested more heavily on the men than on the ladies.

## ANOTHER METHOD OF HANDICAPPING.

Those clubs which permit ladies to play on their courses—and there are very few who do not—give the ladies special tees. Their tees for the course is made up from those too and to the same as the men's, par. The fairest handicap then for such a match as the one under consideration would seem to be to play level—if your players are equal players—and allow the lady to play from her own tees. Handicapping under such conditions—this one advantage allowed—would be the same as for men players of different standards.

This method of handicapping was tried in a match at West Hill in April, 1914, and answered remarkably well, for in the singles, the ladies won four matches and the men three, while in the four-ball games the ladies won three and the men one. This is the result of a solitary match and cannot, therefore, be taken as a very fair test. Further it should be stated that the men were not quite so well known among men players as the ladies were among the lady players. It is to be hoped that a similar match between the 10 best amateur men and the 10 best ladies will be played this summer. I think Miss C. Leitch will win her match, but the other results must be doubtful.

Ladies' golf this spring, summer, and autumn, is going to be remarkably interesting. Golf

is a game which, after championship form is to be maintained, must be played very regularly. During the last few years, it has been played by most ladies only very occasionally, just as occasionally indeed as it has been played by men. Lady golfers have played a great part in the war, and it is doubtful if some of them will be able to get away from their war duties sufficiently early to play very much this summer. For this reason, it is most satisfactory to see that the Open Championship will not be played for until the autumn, and will take place on the Burnham and Berrow course. The English Championship will be played also in the autumn on the St. Anne's old course.

In 1914, Miss C. Leitch and Miss Ravenscroft (now Mrs. Dobell) fought out a great final tie in which Miss Leitch was successful by 2 holes up and 1 to play. These two players were, perhaps, the best known to the general public of all the lady golfers, but they could not be considered as standing out by themselves in the same way as do the "great four" in professional golf. It was Miss Leitch's first championship—the first time indeed, she had been in the final round while Mrs. Dobell had won only once; she was successful in 1912. In the 22 years in which this competition had been decided, only two players have ever won on more than one occasion—Miss M. Hazlet won in 1902 and 1907, while Lady Margaret Hamilton Russell won the first three years of the competition, 1893, 1894, and 1895.

## VERY YOUNG PLAYERS.

A feature of the most important ladies' competitions has always been the appearance of very young players. On many occasions, there have been players by their hair down their back—mere school girls. I cannot recall a single instance of a schoolboy taking a part in the open men's championship. Miss C. Leitch was very young indeed when she made her first appearance in the championship at St. Andrew's in 1908, and was not defeated until she met the champion of that year, Miss M. Titterton, in the semi-final round. Even then, Miss Titterton won by only one hole and had some amazing luck on one occasion. But for that, it is conceivable that Miss Leitch might have been the open champion long before she was 20.

In 1914, there were several very young players of real promise—Miss Vera Ramsay, who was beaten in the championship by Miss Harrison, Miss Joan Stocker, of Hunstanton, and Miss Gladys Bastin, who was beaten by Miss Grant Suttie in the fifth round of the championship. The play of these three would have been watched carefully during the four years which have been devoid of golf and it will be interesting to watch their reappearance. They will have missed four of the most important years of their golfing lives, and they have the right to blame the war, as golfers, probably more than any other player. Of these three young players, Miss Bastin was the most promising. Her style is very natural. Had she been a man, it would have been said that her early youth had been misspent. Being of the other sex it is, perhaps, better to say that she must have been born with a club in her hands.

It is most certainly open to discussion if it is good for very young players to play on such important occasions. It must, of course, be good for their golf in many ways; it gives them confidence, and it should teach them match play. It gives them opportunities to learn from players more experienced than themselves. But it is placing competitions as the one thing in golf for which the game exists. Surely this is wrong. It is the dangerous tendency of all games, and it leads ultimately to "pot-hunting." There is more "pot-hunting" in ladies' golf than in almost any other game. In many ways, the appearance of very young players in such competitions must be bad for them.

It is not necessary to say in so many words just what the dangers are. They depend so

Complete house of furniture (in first class condition) for sale at the Peak at very moderate price. Apply Box 163 c/o "Hongkong Telegraph."

## MEN FROM KIRKKE.

## NINE PROBABLY BACK ON FRIDAY.

It having been announced that Mr. Bulmer Johnson is returning on the a.s. Dilwara from Kirkke, we enquired at Military Headquarters this morning as to whether any other members of the Military Service contingent are travelling by the same boat. We were informed that information has been received to the effect that nine men of the 1/6 Hants Regiment are coming to the Colony by the steamer named, due here on or about the 9th instant, and, though no official details have been received, it is assumed that these all belong to the Kirkke contingent of Hongkong men.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

Banks.  
H.K. & S. Banks s. \$69½ sa. 695

## Marine Insurances.

Cantons s. \$500  
North Chinas b. & sa. \$220  
Unions n. < \$1100  
Yantries b. \$260  
Far Easterns n. < \$25

## Fire Insurances.

China Fires n. \$160  
H. K. Fires sa. \$330

## Shipping.

Douglases s. ex. div. \$ 85  
Steamboats b. 23½  
Indos (Pref.) n. \$ 32  
Indos (Def.) n. 153  
Shells b. 172  
Ferries b. \$ 35

## Refineries.

Sugars n. \$159  
Malabons b. \$ 35

## Mining.

Kailans n. 50/-  
Langkats b. 20  
Shanghai Loans b. 20  
Shai Explorations b. 2½  
Raubas b. 42½  
Tronohs b. 40/-  
Urals s. 40/-

## Docks, Wharves, Godowns, &amp;c.

H.K. Wharves s. & sa. \$97  
K. Docks sa. \$154½  
Shai Docks b. 126  
N. Engineerings b. 24  
Land, Hotels & Buildings.

Centrals b. \$107  
H.K. Hotels sa. \$100  
Land Invest. b. \$107  
H'phreys Est. b. \$8  
K'loon Lands b. \$40  
L. Reclamations n. \$175  
West Points b. \$70

## Cotton Mills.

Ewos s. 1.235  
Kung Yiks n. 1.32  
Lau Kung Mows n. 1.170  
Orientals n. 1.91  
Shai Cottons n. 1.177  
Yangtzepepos n. 1.113½

## Miscellaneous.

Green Islands b. \$ 73½  
China Borneos b. \$123½  
C. L. Borneos b. \$5 old b. 1.05 new  
China Providents b. \$ 73½  
Dairy Farms n. \$30  
H. K. Electrics b. \$78½ sa. 79  
Macao Electrics n. \$33½  
Ropes n. \$31½  
Trams, Low Level b. \$7½  
Trams, Peak, old b. 88  
Trams, Peak, new b. cts. 80  
Laundries b. \$ 33½  
Steel Foundries n. \$12  
U. Waterboats b. \$13½  
Watsons b. \$ 6  
Wm. Powells b. \$11½  
Wiseman's b. \$28

## Hongkong, May 7, 1919.

much on the individuality of the player. But the advantages which may accrue are probably not worth the dangers which must be risked.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 1st May, 1919,

at noon

at his Sales Rooms, Duddell Street

The Wreck of the S. S. "Chiyo Maru"

as she now lies off the Lema Islands

Terms: Cash on fall of the hammer, when vessel will be at purchaser's risk.

Geo. P. LAMMERT Auctioneer.

## WANTED.

WANTED—European Book-keeper to take entire charge of Accounts Department. Must be capable of assuming full responsibility. Apply 163 "Hongkong Telegraph."

## THE JOHN MARU.

The efforts to refloat the O.S.K. s.s. Joshin Maru, which is ashore on the Cape of Good Hope, just outside Swatow, have so far, been unsuccessful. It is hoped, weather conditions remaining favourable, to get the steamer off to-day.

## CRICKET.

In the match between Mr. Ponsonby Fane's XI and Mr. Rumjahn's XI, to be played on Saturday, the 10th inst. at 2.15 p.m. on the University Ground, the following will be Mr. Rumjahn's XI:—M. Abbas, G. Earde, A. Arculli, H. Ismail, A. S. Ismail, D. K. Kharas, E. Moosdeen, A. A. Rumjahn, D. Rumjahn, D. K. Samy and A. H. Rumjahn. Reserve:—N. M. Bux. Scorer:—R. Nazarin.

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## THE FEATURE PAPER

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On MONDAYS for

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On WEDNESDAYS for

"MODERN NOTES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which your favor feature appears.

REMEMBER  
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THE MOST  
MODERN  
CARS IN  
TOWN.

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THEATRE ROYAL  
CHARLES HOWITT & A. PHILLIPS CO.

Last Two Nights.

TO-NIGHT

BRIEVE'S GREAT WORK ON THE SOCIAL EVIL

"DAMAGED GOODS"

(FOR ADULTS ONLY.)

THURSDAY, 8th May.

FAREWELL PERFORMANCE

"PEG O' MY HEART"

CURTAIN 9.15 P.M. PRICES: \$3, \$2 & \$1.  
Booking at MOUTRIE'S.

THEATRE ROYAL

COMMENCING

SATURDAY, May 10th,

at 9.15 p.m.

—THE—

BANVARD

AMERICAN MUSICAL

COMEDY COMPANY

18 ARTISTES 18

MOSTLY GIRLS.

PRESENTING THREE OF THE BIGGEST

AMERICAN MUSICAL COMEDY SUCCESSSES.

SAT., May 10  
&  
MON., May 12.

THE LAUGHING, RASPING ABSURDITY

"THE SUFFRAGETTES"

FULL OF FUN—GIRLS—JAZZ.

TUES., May 13  
&  
WED., May 14.

THE DREAMY, TROPICAL TREAT

"HELLO, HAWAII"

SIXTY LAUGHS A MINUTE

THURS.,  
MAYNIE & Night  
May 15.

THE INSTANTANEOUS HIT

"OH, PAPA"

A SCREAMING FARCE WITH MUSIC.

6 PERFORMANCES ONLY 6

MATINEE, THURSDAY, POPULAR PRICES:  
May 15th, at 5.15 p.m. \$3, \$2 & \$1.

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LIVER AIDS.

Podophyllin & Taraxacum Pills.

Keep the Liver Active and the  
System Free from Waste Matter.

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ESTABLISHED



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1679

TRY THE FOLLOWING—THEY ARE POPULAR:—

Half & Half  
Creme de Mocca  
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Creme de Noyaux  
Creme de Menthe  
Creme de Vanille  
Creme de Roses

Ailash Kummel  
Curacao Rouge triple sec  
Curacao Blanc sec  
Cherry Brandy  
Marasquin  
Parsicot  
Orange Curacao

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A BRAND OF LIQUEURS WHICH EXCEL IN MERIT

SOLE AGENTS FOR CHINA:

HOLLAND PACIFIC TRADING CO.

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## WORLD RATES OF WAGES.

## BRIEFER STEP TAKEN BY SEAMEN

Sir Leo Chinnery Morey, late Chairman of the National Maritime Board, writes in the *Daily News*:

The beginnings of great things are often obscure. The origins of thousands of important customs which rule the lives of men are unknown and baffling scientific enquiry. Let us take note, then, of a great thing which happened at the International Seamen's Conference in London, when a report was received from a committee which had been set up to consider the subject of an international minimum wage for seamen. The committee recommended that the present rate of £15 per month for sailors and other ratings employed in proportion thereto, should be the minimum wage for all nations represented at the Conference, such wage to be exclusive of any payment for overtime work.

The report was adopted, ship stewards and cooks being specifically incorporated in the terms of the resolution.

That is a very important and far-reaching resolution. It is the first time, I think, that a suggestion for a minimum wage of international scope and operation has been put into concrete form.

## DIFFERENT RATES.

It is the more remarkable because until late in 1917 we had not even a standard wage for seamen in the United Kingdom. Down to October of that year articles were signed at rates of considerable variance as between port and port, ranging from £8 to £10 per month. Indeed, the conception of a standard rate to apply equally to all British ports was scouted by many as impossible and by some as of dubious value. Frequently I encountered critics of the proposal who were quite sure that as soon as a universal standard was arranged there would be sectional disputes and demand which would break it down. It was also averred that the sailors on the North-East coast, who were the most highly paid, would not be content with a standard which placed others on the same footing as themselves, and that they would demand a rise above the standard to restore to them their old position of superiority.

All these counsels of gloom were happily falsified by events, as such counsels usually are.

## £15 PER MONTH FOR THE SAILOR.

The origin of the standard of £15 per month recommended by the International Conference is of much interest. In October, 1917, trouble arose at the Port of Liverpool, where the seamen's wage was then £8 10s. per month. British seamen were confronted with the appealing fact that American seamen were getting £12 per month, plus a 50 per cent. war bonus, making £18 per month. Thus a British A. B. signing on at Liverpool was getting less than one-half of the American wage.

It was not surprising that in these circumstances desertions from British ships in America became frequent, especially when there existed the additional temptation of high shore wages. When British seamen deserted, American seamen had to be signed on at American rates. So it often came about that a ship would return to these shores with a mixed British and American crew, the latter earning twice as much as the former. At the same time the American Seamen's Union issued striking appeals to the British seafarers urging them not to play blackleg by taking less than American pay.

## AN INTERNATIONAL STANDARD.

At this moment the National Maritime Board got to work, and after an interim settlement, we determined a standard wage of £12 for firemen (£11 10s. for A.B.s) for all British ports. Shortly before the German collapse a war bonus of £3 was added, raising the firemen's pay to the £15 named in the resolution referred to (£15 was three times the pre-war pay). This was after America had raised their pay to £15 10s. per month plus war bonus. As far as the British wage is concerned, the £15 named in the international minimum in effect makes the £3 bonus permanent. I understand the American bonus has disappeared, leaving the American seamen's wage at £15 10s. I take it the £15 in

## PEACE PAGEANTRY.

## IMPULSE MUST COME FROM PEOPLE

The idea of pageantry is in the air. Some people are dreaming of a vast superspectacle to celebrate the peace. The acknowledged chief of pageant masters in England is Mr. Louis N. Parker.

To a representative of the *Daily News*, who met him recently he explained that for various reasons he is not in a position to speak quite freely on the matter of a great peace pageant, but he has very definite views as to what an ideal celebration should not be.

"Pageants," he said, in effect, "have been much misunderstood, especially by Londoners who have not seen any. Pageants are not meant to be mere shows, but a genuine expression of feeling by the people itself."

"A Peace Pageant to be worthy of the occasion must not be something arranged officially; the impulse must come from the people, who must themselves take part in it. No controlling mechanism must be seen or felt, but at the same time there must be somewhere an autocrat, who, for the moment, has complete control of the King, the Queen, the Royal Family, the Judges, the Bishops, the Army, the Navy, and the crowds. Who is going to make anybody a present of them all, even for half a day?"

Asked whether in his opinion the war had made it likely that pageants as they were before 1914 would revive, he said that the increased cost of everything was rather against a revival, and that for the present people were too unsettled to undertake the long and careful work of preparation that is essential. In some of his most successful pageants each of the 5,000 players had been prepared individually, mostly by himself.

Since the war he had organised over 50 so-called pageants, but they were, for obvious reasons, not much more than pocket editions of those in previous years. Still, they had realised over £70,000 for war charities.

Speaking of pageantry in America, he said he had been asked to organise a good many functions in the States, but had never consented to do so. The Americans, he observed, were more anxious in their celebrations to look to the future than to bring the past before the spectators, and consequently the American pageants had developed rather in the direction of symbolism, with which he has not too much sympathy.

ternational minimum is arrived at.

In the nature of things it would seem that the rates of pay of seamen throughout the world must be assimilated. It would be intolerable in the long run for ships of different nationalities passing each other in the Atlantic or elsewhere to be manned at different rates of pay. The case of the seamen is one in which inequalities of wage as between nations are thrust upon the attention of the wage-earners. The inequality once realised in such striking fashion, it must be removed. It is more than probable, therefore, that the recommendation of the International Seamen's Conference will not remain a pious resolution, but will be translated into accomplished fact.

"And we may be sure that, sooner or later, other industries will follow this example. For one thing, the low-wage countries of the world are aspiring to a higher standard of life. For another thing, international conferences and international knowledge are growing apace. Miners in Germany are asking for the same wage as miners in America, which is very much more than miners get here. I learned not long ago with astonishment that a docker at Genoa earns much more than a docker in London or Liverpool. Our own pre-war rates of pay, it is clear, will never return. There will be a general world advance, a much higher rate of production and of pay, and a rapid approach to assimilation of rates the world over—at least amongst the white races."

With our own country the time is ripe for general standardisation, which will be immensely helped by a national electric power scheme and the diffusion of industry which will go with

## PEACE CELEBRATIONS.

## POSITION IN KORE

As will have been seen by a statement by Mr. A. W. Smith, Hon. Secretary of the Peace Celebrations Committee, says the *Japan Chronicle*, it has been decided to appropriate moneys raised by subscription to a suitable memorial in accordance with the resolution passed at a meeting of the Allied community on 27th November, and with the balance to create an Endowment Fund in Favour of the International Hospital. We believe the creation of such a fund will be generally approved as a worthy memorial in itself, and we assume that some steps will be taken to mark by means of a tablet on the Hospital building that the endowment fund was raised to commemorate those Korean men who have fallen in the war. In view, however, of the fact that some part of the money which went to the erection of the Hospital came from German residents, and that Germans have therefore the same right as other members of the foreign community to treatment in the Hospital, it may perhaps be objected that a Commemorative Endowment Fund is open to the same objections as the German fund which was raised in order to commemorate the silver wedding of the late German Emperor and Empress by naming a ward after the Kaiser, and which after the war started was returned to the donors on the ground that the condition with which it was associated had become impossible of fulfilment. In the present case, however, all that would be necessary would be to insert a tablet into the wall of the Hospital in memory of Korean men who laid down their lives for certain great principles, and with the inscription worded with tact and discretion no feelings would be hurt and no offence could be taken.

There still remains the question of the Victory Memorial. According to the resolution passed at the meeting of the Allied community already referred to, it was decided "That a 'Victory Memorial Fund' be opened for the purpose of erecting a suitable memorial in Korea on some site to be decided later, to perpetuate the glorious victory of the Allies and in memory of Korean men who have fallen in the cause of humanity." It is to be regretted that a little more consideration was not given to this resolution when it was drafted, for it raises very serious difficulties. Apart altogether from the question whether it is desirable to erect a memorial of victory, the question arises what form it should take and where it should be erected. Presumably, as the meeting in the Gymnasium did not include Japanese, and Japanese are, we understand, not represented on the Committee and are erecting a special memorial themselves, it is intended that the memorial should be specially representative of the foreign community belonging to the Allied nations. If it is to take the form of an obelisk or a building of some character, where is it to be erected? If an obelisk or column, are the Japanese to be asked to give space for it, say on the Recreation Ground or some other public place? No doubt such permission would be granted without much difficulty, but who will look after the memorial once it is erected? In the case of the Sim memorial, for which the Japanese authorities gave space on the Recreation Ground, they apparently consider their duty ends there, and that it is not the duty of the public authority either to keep it in repair or even to protect it, while the International Committee seems to be defunct and there is now no organisation among the foreign community to look after these affairs. It almost appears that the Committee which drafted this resolution must have forgotten for the moment the position of foreigners in this country. We cannot recall a case of foreigners creating a Victory Memorial of a public character in a country where they have neither territorial nor extrajurisdictional right. The best memorial would be something along the lines suggested by the correspondent in yesterday's issue, who urged the purchase of a play-ground for foreign children, or it might take the form of rebuilding the Gymnasium and converting it into a public hall in charge of the E. R. A. C. Such memorials would certainly be far preferable to obelisks or monuments.

## ENGLISH PUBLIC SCHOOLS.

## SUGGESTED REFORMS.

Mr. Alec Waugh, the youthful author of the "Loom of Youth," addressed a large audience in London recently on the reform of the public school.

He deprecated the destruction of the public school system. No one, he remarked, wanted to tear down the fabric of these venerable cloisters, which had for so long been accepted with unquestioning reverence.

"The public school," he declared, "is a very old and very magnificent institution; but it is time electric light was substituted for gas. It conforms with the character of the nation, and it is vain to attempt to build up another system."

"I do not speak as an iconoclast. We are to-day on the razor edge of change, and it is time to be honest. If we are not careful, the business of reform all through the country will fall into the wrong hands, and if that happens irreparable injury will be caused."

## A SURPRISED AUTHOR.

"When I wrote the 'Loom of Youth' I imagined myself to be writing what everyone who had been to a public school knew to be true. The critics admitted its fidelity, but the public were appalled. The parents said it could not be true, and the masters said that though it might be true of a very bad set in a very bad house in a very bad school, in a particularly bad time, it did not represent the condition of affairs in the majority of schools."

Mr. Waugh gave an interesting picture of public school life as he saw it—of the boy who comes from a preparatory school keen for games and work, and goes home at end of the first term with probably a prize, and certainly a good report. In his second and subsequent terms he loses interest in his work. He realises the possibility of becoming one of the leading lights in the athletics of his school, and knows that work will not help him.

## DULL MASTERS.

The masters make no appeal to his imagination; they are apathetic and dull. The worship of games becomes his chief activity. At last he gets into the Sixth, haven of rest after the storms and troubles of the Fourth and Fifth, and by specialisation manages to do as little work as possible. And then he becomes a prefect, when he may smoke and drink, be thoroughly immoral, and have a bad influence on younger and more impressionable boys.

"What the average boy does is to work a little and worship games, swear a little and crib," continued Mr. Waugh. "The indictment of the public school has its most sure foundation in the general lack of enthusiasm. The masters say they do not produce showy intellects, but Empire builders. They do, but it is in spite of rather than because of the public schools."

## THE BEST, AFTER ALL.

"Yet the public schoolboy is infinitely preferable to the type produced by any system of education in England or on the Continent."

The system actively but unconsciously denies the spiritual side of life. Everyone during the years of adolescence is filled with a longing for something indefinable, which, for want of a better name, is called beautiful. There must be some counter-attraction to athleticism; the tyranny of games must be abolished. What can be done for the boy is to quicken his sense of the beautiful.

In the defence of the public school it has been said that so many have been killed and so many wounded in the war; but if every system is to be judged on its roll of honour, the war will prove a barrier to progress.

"There is a very pressing need for reforms, but there are many difficulties in the way. Hours must be shortened, and there must be breaks between classes. The curriculum must be so altered that a boy can honestly say, when he leaves school that he has learned something."

## LEAVE EARLIER.

"The leaving age should be lowered from nineteen to eighteen or seventeen. The responsibility of prefecture is one of the most valuable experiences of school life, but at present a boy reaches this stage until he has been through the worst of his life. This leads to the wearing-out of young children and themselves. It would strike a blow at the root of the athletic system."

## The Allen

New Series 41

## A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

The chassis of the standard Allen 41, has been proven through use by thousands of owners. And comfort and convenience are present in big measure in this model. A rotary switch on steering column controls the entire electric system.

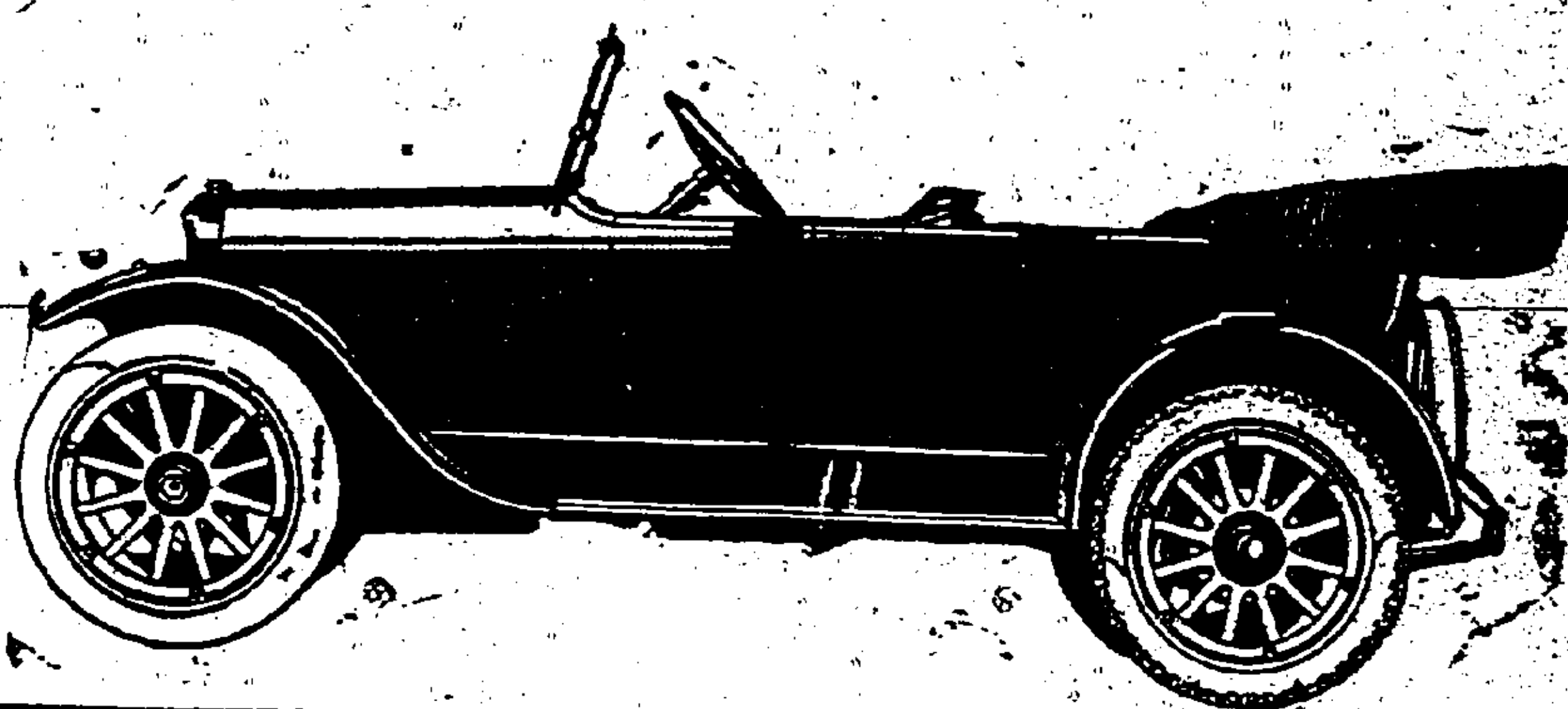
Fittings and body finish are of highest grade. The new Allen is as attractive as it is serviceable.

Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

The supply of Allen Cars is very limited. Orders must be placed promptly if delivery is to be assured.

## GERIN, DREVARD &amp; CO.

5 PASSENGER GENERAL SERVICE CAR.



## WATER RETURN.

Level and Storage of water in Reservoir on April 1, 1935.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

| System               | 5 ft. 6 in. overflow  | 7 ft. 6 in. overflow  |
|----------------------|-----------------------|-----------------------|
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |

## STORAGE, IN MILLIONS AND DECIMALS OF GALLONS.

| System               | 5 ft. 6 in. overflow  | 7 ft. 6 in. overflow  |
|----------------------|-----------------------|-----------------------|
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of April 1935.

## KOWLOON WATER WORKS LEVEL.

| System               | 5 ft. 6 in. overflow  | 7 ft. 6 in. overflow  |
|----------------------|-----------------------|-----------------------|
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |

## STORAGE, IN MILLIONS AND DECIMALS OF GALLONS.

| System               | 5 ft. 6 in. overflow  | 7 ft. 6 in. overflow  |
|----------------------|-----------------------|-----------------------|
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
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| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon Intermediate | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |
| Typhoon              | 25 ft. 6 in. overflow | 25 ft. 6 in. overflow |

Consumption of water in the Kowloon District in millions and decimals of gallons during the month of April 1935.

## W. CHATHAM

Public Works Department

## JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR. LACE AND EMBROIDERED LADIES' UNDERGARMENTS. [SWATOW] DRAWN WORKS, EMBROIDERIES ON SILK AND GRASS LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC. FILET LACES OF NEW PATTERNS. BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES. INSPECTION CORDIALLY INVITED. SWATOW DRAWN WORK CO. No. 14, DES VOEUX ROAD, CENTRAL. PHONE NO. 286.

## HOSPITAL SIZE

## BORDEN'S Malted Milk

IN THE SQUARE PACKAGE

## NOW IN STOCK AT ALL LEADING DISPENSARIES

THE BEST FOOD FOR BABIES AND INVALIDS

ASK FOR THE SQUARE PACKAGE TAKE NO OTHER

"IT'S PURE, THAT'S SURE" CONNELL BROS. CO.







## NOTICE

Columbia Dry Batteries  
Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering Columbia Batteries. They give the spark of life like a flash. For Columbia batteries with power. Their energy flows hot—they make things go. Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service. Special attention is given to the all-important detail of packing for export.

The following Special Order-Book, showing the latest in the Columbia Battery Co., Ltd. is a matter of pressing importance.

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## NOTICE

G. S. R.

All persons, with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

\$  
DIRECTORY

Nearly 1/2 of the  
Total Issue  
were sold last week.

Have you got  
Your copy  
yet?

BREWER & CO.  
23 Queen's Road.

HONGKONG GENERAL  
CHAMBER OF COMMERCE.

## NOTICE

NOTICE.—A General Meeting of Members will be held on Tuesday, 13th instant, at 4 p.m. in the Chamber Room, Chartered Bank Building, 3, Queen's Road Central, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence on leave of the Hon. Mr. P. H. Hoyle.

Notice in writing of the names of candidates and of their proposers and seconders to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting.

By Order.

E. A. M. WILLIAMS,  
Secretary.

Hongkong, 2nd May, 1919.

## LESSONS IN CHINESE

MR. LI HON FAN, a Chinese graduate, has been a teacher to Hong Kong Officials and Merchants in this Colony for 20 years.

He has a good method of training Europeans to read in the Chinese language, and is a possessor of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hong Kong Telegraph" Office or direct to No. 12 Williams Street, first floor and to Mr. S. H. Hui and Mr. S. H. Hui, Old Supreme Court, Ground floor.

## PREVENT DISEASE

## "INSECTOX"

IMPROVED "REPELL'S FLY SPRAY"

SUPPRESSES FLIES, MOSQUITOS & OTHER INSECT DISEASE.

"INSECTOX OUTFITS" consisting of a bottle of "Insectox" and a brush.

Price \$4.00

"HOUSEHOLD INSECTOX"

Bottle, for use in home hospitals, hotels, etc.

Price \$1.30 per tin.

"CRUDE INSECTOX" Bottle, extra strong, for use in camps, stables, factories, public quarters, etc.

Price \$1.30 per tin.

"HORTICULTURAL INSECTOX"

Bottle, for spraying plants infected with insects, etc. Directions to plant life.

Price 70c. per tin.

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Bakilly Co., Hongkong, and leading stores.

FRANK SMITH & CO.,  
Sole Agents.

## NOTICE

## U. S. VICTORY LOAN

G \$4,500,000,000

MATURITY 1923

INTEREST 4%

Closing on May 10th, 1919.

Applications received

by the

INTERNATIONAL BANKING CORPORATION.

9, Queen's Road Central, HONGKONG.

THE CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

The thirty-eighth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Wednesday the 21st May 1919, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 7th May to the 21st May, both days inclusive.

Immediately after the above mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104 (p) ask for the sanction of the Consulting Committee to the payment of a special dividend of \$50 per share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e. until including the 4th June 1919.

MARDINE MATHESON & CO., LTD.

General Agents.

Hongkong, 30th April, 1919.

## KOWLOON-CANTON RAILWAY.

(British Section)

NOTICE.—The Public is hereby notified that on Wednesday the 7th May and on subsequent Wednesdays until further notice the following additional local trains will run between Kowloon and Shum Chun:—

Lv. Kowloon 7.33 p.m. (stopping at all stations) arr. Shum Chun 8.31 p.m.

Lv. Shum Chun 9.06 p.m. Sheung Shui 9.12 p.m. arr. Kowloon 9.55 p.m.

By Order.

H. P. WINSLOW,

Manager.

Kowloon, 5th May, 1919.

## THE HONGKONG &amp; SOUTH CHINA WAR SAVING ASSOCIATION.

Application for membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANAL, LTD.

Honorary Secretaries & Treasurers.

10th May, 15th January, 1919.

## MARTIN'S SPECIALTY

APOLASTIC

APOLASTIC

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## NOTICE

## PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 8th May, 1919

commencing at 2.45 p.m.

at his Sale Rooms, Duddell Street

(for account of the concerned)

2 Ford Motor Cars

1 Chalmers Motor Car

(The above stored in the Victoria Garage, Des Voeux Road, Central)

3 Ford Motor Cars

(stored in the Victoria Branch Garage, Keswick Street, Causeway Bay)

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 8th May, 1919

commencing at 11 a.m.

at E. & G. Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd.

(for account of the concerned)

100 tons Round Mild Steel Bars

Assortment as under:—

8 tons 40" x 3"

6 " 40" x 3"

12 " 40" x 3"

10 " 40" x 2 1/2"

12 " 40" x 1 3/16"

12 " 40" x 1 1/2"

12 " 40" x 1 1/4"

2 " 40" x 1 9/16"

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY 13th May, 1919

commencing at 2.30 p.m.

at his Sales Rooms, Duddell Street

A Collection of Valuable Chinese Curios.

comprising:—

3-coloured, 3-coloured, blue & white vases, bowls, figures, old bronzes from the Kanghi, Kienlung & Towkong periods.

On view from Monday, the 12th inst

Catalogue will be issued.

Terms: Cash.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 9th May, 1919

commencing at 11 a.m.

at his Sales Rooms, Duddell Street.

7 Cases Caps

14 Dozens Parasols

1 Case Sordont

125 Cases Bar Soap

Also

A Quantity of Sundry Household Furniture.

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Buildings, on Saturday, the 17th May, 1919, at 11.30 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 23rd February 1919, and electing Directors and Auditors. THE TRANSFER BOOKS of the Company will be closed from the 3rd May to the 17th May, both days inclusive.

By Order of the Board of Directors

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 28th April, 1919.

## BANKS

## THE BANK OF CHINA.

GOVERNMENT BANK

(Specially authorized by Presidential Mandate of 22nd November, 1917.)

Authorized Capital \$50,000,000.00

Paid-up Capital \$15,570,800.00

Reserve Funds \$3,197,400.00

HEAD OFFICE: PEKING.

BRANCHES & SUB-BRANCHES:

(Peking): Haining, Tientsin, (North): Miyun, Chohsien, Pashien, Niniansan, Hsuanhsan, (Chihli): Tientsin, Paoinsu, Lutai, Tsinhsien, Sangliang, Shunshu, Tangshan, Taming, Chohsien Weinsien, (Manchuria): Changchun, Mookden, Kirin, Taitshar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Taonanfu, Harbin, Dalfu, Antung, Tiching, Chinghsien, Sifeng, Hulan, Suifu, Hailunfu, Ninguta, Kung-ching, Liyongfu, Fuyu, Yanchi, Kaipinghsien (Hupei): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wushu, Hsuehchow, Tungeh, (South): Tainkangfu, (Shanghai): Tainan, Taichang, Chofoo, Tientsin, Lintsinhsien, (Shansi): Taiyuanfu, Yunsheng, Sinkianhsien, Taitungfu, (Honnai): Kaifeng, Chowkiakow, Hsuehsien, (Kwangtung): Hongkong, Canton, Swatow, Kungchow, Fuchien): Foochow, Amoy, Hankow, Chuanchowfu, Changchowfu, Santsao, (Chekiang): Hangchow, Shaochow, Hsuehchow, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen, (Kiangsu): Nanchang, Kichiang, Kanchowfu, Chintehchen, Chian, (Anhui): Wuhu, Anking, Pangfow, Luchowfu, Taitung, Tungki, Luan, (Szechuan): Kweichow, Kweichow, (Shansi): Shansi, Hanchungfu, (Suiyuan): Kweichow, Paochow, (Tsbahar): Kalgaz, Fenzchen, Uigur, Uras, Bakhtan.

## HONGKONG BRANCH.

Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

FRUYEE PEI,  
Manager.

## RAMSAY &amp; CO.

WE HAVE A LARGE SELECTION OF TYPEWRITERS ALWAYS IN STOCK AND SOLICIT YOUR KIND INSPECTION.

WE SPECIALISE IN TYPEWRITER REPAIRS WHICH ARE EXECUTED BY EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO SUPPLY TYPEWRITER REQUISITES. SEND US YOUR ORDERS FOR RIBBONS CARBON PAPER, ETC.

## PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.20 a.m. to 8.00 a.m. Every 15 min.

8.00 " 8.15 " " 15 min.

8.15 " 8.30 " " 15 min.

8.30 " 8.45 " "



